TRAFFIC IMPACT ANALYSIS

Peterson Road PD
Fort Pierce, FL

Prepared for:
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EXECUTIVE SUMMARY

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the project located at 5125 Peterson Road in Fort Pierce, FL, 34947 (Parcel ID: 2418-212-0001-000-7 The proposed development is to construct 186 Multi-Family (Low-Rise) dwelling units. The buildout year is 2030.

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

- 1,168 daily, 78 AM peak hour (19 in/59 out), and 97 PM peak hour (60 in/37 out) trips.

The applicant will construct approximately 700 feet of Peterson Road to fill in the "missing piece" between Jenkins Road and Hartman Road. The applicant's construction will complete Peterson Road as a 2-lane roadway with sidewalks between Jenkins Road and Hartman Road.

Turn lanes are not required at the driveway based on City and County standards.

A traffic signal is not warranted at Peterson Road and Jenkins Road based on the projected traffic volumes.

The project satisfies City of Fort Pierce and St. Lucie County transportation concurrency requirements.

TABLE OF CONTENTS

EXECUTIVE SUMMARY i
TABLE OF CONTENTS ii
LIST OF FIGURES iii
LIST OF TABLES iii
EXHIBITS iii
APPENDICES iii
INTRODUCTION 1
METHODOLOGY 1
CURRENT DATA 2
TRIP GENERATION 2
INTERNAL CAPTURE 2
PASS-BY TRIP CAPTURE 2
GROWTH 3
ASSURED, PROGRAMMED, AND PLANNED CONSTRUCTION 3
TRAFFIC DISTRIBUTION AND ASSIGNMENT 4
ROADWAY ANALYSIS 5
STUDY AREA 5
BACKGROUND ANALYSIS 7
BUILDOUT ANALYSIS 10
INTERSECTION ANALYSIS 11
ACCESS 13
CONCLUSION 15
EXHIBITS 16
APPENDICES 16

LIST OF FIGURES

Figure 1: Proposed Site Location 1
Figure 2. Traffic Assignment 4
Figure 3. Proposed Driveway Traffic 13
Figure 4. Right-Turn Bay Analysis – Driveway 1 14
Figure 5. Left-Turn Bay Analysis– Driveway 1 14

LIST OF TABLES

Table 1. Approved Trip Generation 3
Table 2. Project Impacts (Significance) 6
Table 3. Peak Hour One-Way Background Roadway Analysis (2030) – AM 9
Table 4. Peak Hour One-Way Background Roadway Analysis (2030) – PM 9
Table 5. Peak Hour One-Way Buildout Roadway Analysis (2030) – AM 10
Table 6. Peak Hour One-Way Buildout Roadway Analysis (2030) – PM 10
Table 7. Peterson Road & S Jenkins Road Intersection Level of Service 11
Table 8. Peterson Road & Hartman Road Intersection Level of Service 12
Table 9. Hartman Road & Okeechobee Road Intersection Level of Service 13

EXHIBITS

Exhibit 1. Intersection Analysis

APPENDICES

Appendix A. Approved Methodology
Appendix B. Committed Trips
Appendix C. Committed Projects
Appendix D. FDOT Peak Season Factor Category Report
Appendix E. St. Lucie County Traffic Counts and LOS report 2025
Appendix F. FDOT's Q/LOS – Manual 2023
Appendix G. Traffic Counts

INTRODUCTION

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the project located at 5125 Peterson Road in Fort Pierce, FL, 34947 (Parcel ID: 2418-212-0001-000-7 The proposed development is to construct 186 Multi-Family (Low-Rise) dwelling units. The buildout year is 2030. Figure 1 illustrates the site location.

Figure 1: Proposed Site Location



METHODOLOGY

The applicant prepared a methodology which is contained in the Appendix of the report that outlines the agreed-upon study parameters. The following sections repeat much of the agreed-upon data and inputs.

CURRENT DATA

The information contained below was used to develop the foregoing future land use traffic analysis.

- *Trip Generation, 12th Edition* (ITE report)
- FDOT's Q/LOS – Manual (2023)
- St. Lucie County Peak Season Factor Category Report (2024)
- St. Lucie County Traffic Counts and Level of Service Report (2025)

TRIP GENERATION

The trip generation was agreed upon in the methodology. The following is a discussion of the trip generation from the approved methodology.

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

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

- 1,168 daily, 78 AM peak hour (19 in/59 out), and 97 PM peak hour (60 in/37 out) trips.

Internal Capture

Internal capture is 0.

Pass-by Trip Capture

Pass-by rate capture is 0%.

The approved trip generation can be found in Table 1.

Table 1. Approved Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Traffic								
Multi-family Housing (Low-rise)	186 DU	1,168	78	19	59	97	60	37
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		***1,168***	***78***	***19***	***59***	***97***	***60***	***37***
NET CHANGE IN DRIVEWAY VOLUMES		***1,168***	***78***	***19***	***59***	***97***	***60***	***37***

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
Multi-family Housing (Low-rise)	220	DU	T = 5.63(X) + 120.45	0%	24/76	T = 0.35(X) + 12.93	62/38	T = 0.48(X) + 7.35

ITE 12th Edition

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GROWTH

A 3.5 percent growth rate will be utilized to provide a conservative analysis in accordance with the approved methodology.

ASSURED, PROGRAMMED, AND PLANNED CONSTRUCTION

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 improvement is identified in the plans to add capacity within the study area:

- Kings Highway (SR 713) – North of Commercial Circle to Indrio Road – 4-Laning – ROW 2027
- Kings Highway (SR 713) – North of I-95 to North of Commercial Circle – 4-Laning - 2031
- SR-68/Orange Avenue from SR-713/Kings Highway to E of SR-9/I-95 SB Ramp – Interchange Improvements – 2029.

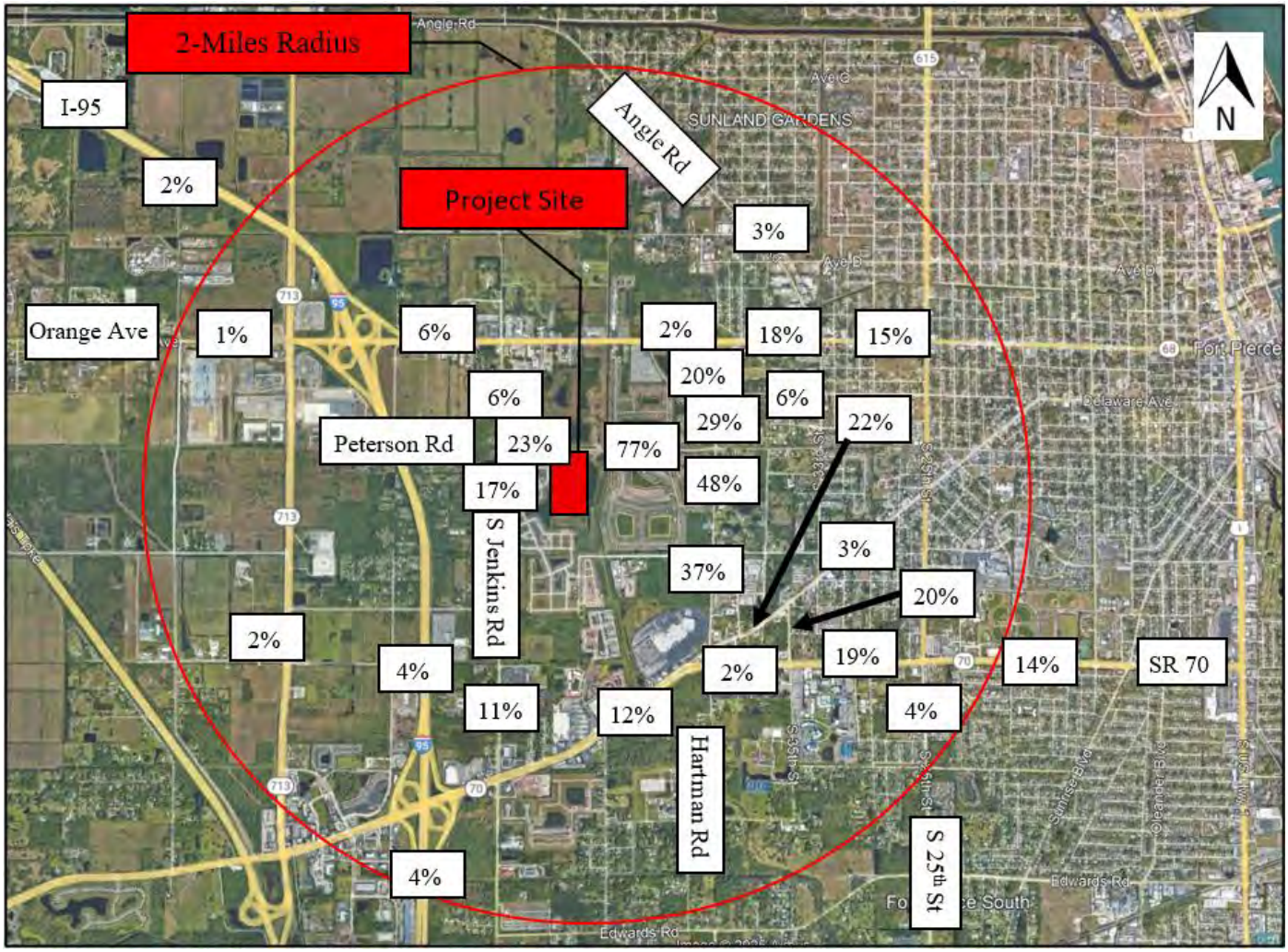
TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution and assignment were reviewed and approved as a part of the methodology. Below is a discussion of the distribution and assignment from the methodology.

The traffic assignment was developed based on a select zone model run of TCRPM 5.1 for the project and adjusted to reflect the project's location (see Appendix). The project traffic assignment is illustrated in Figure 2. The overall distribution is summarized by general directions and is depicted below:

EAST	-	77 Percent
WEST	-	23 Percent

Figure 2. Traffic Assignment



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 the local government's minimum LOS standards to apply FDOT's 2023 Multimodal Quality/LOS Handbook.

Study Area

In accordance with the approved methodology, the study area is 2.0 miles based on the St. Lucie TPO Standardized TIS Methodology and Procedures manual. Impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments outside 2 miles are considered to have a significant impact. Tables 2A and 2B displays the determination of study roadway segments.

Table 2. Project Impacts (Significance)

Roadway	Segments	E + C Lanes	Area Type	Two-way Roadway Way Capacity	Assign	Two-way Project Traffic	Impact	Significant 1%/5%	Significant Impact? (Y/N)
S 33rd St	Okeechobee to Delaware Ave	2	C4	1,580	0%	0	0.00%	1%	NO
	Delaware Ave to Orange Ave	2	C4	1,580	2%	2	0.13%	1%	NO
Angle Rd	Orange Ave to Avenue D	2	C3R	2,020	3%	3	0.15%	1%	NO
	Avenue D to Avenue Q	2	C3R	2,020	3%	3	0.15%	1%	NO
	Avenue Q to 53rd St	2	C3R	2,020	1%	1	0.05%	5%	NO
Avenue D	Angle Rd to 29th St	2	C3C	1,950	0%	0	0.00%	1%	NO
Avenue Q	Angle Rd to 25th St	2	C3R	2,020	0%	0	0.00%	1%	NO
Jenkins Road	Edwards Rd to Okeechobee Rd	2	C3R	2,020	1%	1	0.05%	1%	NO
	Okeechobee Rd to Graham Rd	2	C3R	2,020	11%	11	0.54%	1%	NO
	Graham Rd to Peterson Rd	2	C3R	2,020	17%	16	0.79%	1%	NO
	Peterson Rd to Orange Ave	2	C3R	2,020	6%	6	0.30%	1%	NO
	Orange Ave to Fort Jognson Rd/ N Jenkins Rd	2	C3C	1,950	0%	0	0.00%	1%	NO
Kings Hwy	Angle Rd to Orange Ave	4	C3C	3,290	0%	0	0.00%	1%	NO
	Orange Ave to SR 70	4	C3C	3,290	2%	2	0.06%	1%	NO
Orange Ave	Campbell Rd to Kings Hwy	2	C3C	1,950	1%	1	0.05%	1%	NO
	Kings Hwy to I-95	4	C3C	3,290	1%	1	0.03%	1%	NO
	I-95 to Jenkins Rd	4	C3C	3,290	6%	6	0.18%	1%	NO
	Jenkins Rd to Hartman Rd	4	C3C	3,290	2%	2	0.06%	1%	NO
	Hartman Rd To Angle Rd	4	C4	3,250	18%	18	0.55%	1%	NO
	Angle Rd to 25th St	4	C4	3,250	15%	15	0.46%	1%	NO
	25th St to US 1	4	C4	3,250	4%	3	0.09%	1%	NO
Okeechobee Rd	Florida's Turnpike to Kings Hwy	4	C3C	3,290	1%	1	0.03%	1%	NO
	Kings Hwy to Crossroads Pkwy	6	C3C	4,870	2%	2	0.04%	1%	NO
	Crossroad Pkwy to I-95	6	C3C	4,870	3%	3	0.06%	1%	NO
	I-95 to Jenkins Rd	6	C3C	4,870	8%	8	0.16%	1%	NO
	Jenkins Rd to Mcneil Rd	6	C3C	4,870	0%	0	0.00%	1%	NO
	Mcneil Rd to Virginia Ave	6	C4	5,110	12%	11	0.22%	1%	NO
	Viginia Ave to Hartman Rd	4	C4	3,250	23%	23	0.71%	1%	NO
	Hartman Rd To 35th St	4	C4	3,250	2%	2	0.06%	1%	NO
	35th St to 33rd St	4	C4	3,250	1%	1	0.03%	1%	NO
	33rd St to 25th St	4	C4	3,250	0%	0	0.00%	1%	NO
	25th St to Georgia Ave	4	C4	3,250	5%	5	0.15%	1%	NO
	Georgia Ave to Delaware Ave	4	C4	3,250	4%	3	0.09%	5%	NO
Virginia Ave	Okeechobee Rd to Hartman Rd	6	C4	5,110	2%	2	0.04%	1%	NO
	Hartman Rd To 35th St	6	C4	5,110	2%	2	0.04%	1%	NO
	35th St to 25th St	6	C4	5,110	19%	18	0.35%	1%	NO
	25th St to 13th St	6	C3R	4,960	14%	13	0.26%	1%	NO
	13th ST to 11th St	6	C3R	4,960	11%	11	0.22%	5%	NO
Hartman Rd	Virginia Ave to Okeechobee Rd	2	C3R	2,020	0%	0	0.00%	1%	NO
	Okeechobee Rd to Peterson Rd	2	C3R	2,020	48%	47	2.33%	1%	**YES**
	Peterson Rd to Delaware Ave	2	C3R	2,020	29%	28	1.39%	1%	**YES**
	Delaware Ave to Orange Ave	2	C3R	2,020	26%	26	1.29%	1%	**YES**
Peterson Rd	S Jenkins Rd to Project Driveway	2	C3R	2,020	23%	23	1.14%	1%	**YES**
	Project Driveway to Hartman Rd	2	C3R	2,020	77%	74	3.66%	1%	**YES**
	Hartman Rd To S 33rd St	2	C3R	2,020	3%	3	0.15%	1%	NO
25th Street	Edwards Rd to Cortez Blvd	4	C3R	3,360	4%	3	0.09%	5%	NO
	Cortez Blvd to Virgina Ave	4	C3R	3,360	4%	3	0.09%	1%	NO
	Virginia Ave to Nebraska Ave	4	C3R	3,360	4%	3	0.09%	1%	NO
	Nebraska Ave to Okeechobee Rd	4	C4	3,250	4%	3	0.09%	1%	NO
	Okeechobee Rd to Gerogia Ave	4	C4	3,250	1%	1	0.03%	1%	NO
	Georgia Ave to Delaware Ave	4	C4	3,250	1%	1	0.03%	1%	NO
	Delaware Ave to Orange Ave	4	C4	3,250	0%	0	0.00%	1%	NO
	Orange Ave to Avenue D	4	C4	3,250	4%	3	0.09%	1%	NO
	Avenue D to Avenue Q	4	C4	3,250	4%	3	0.09%	1%	NO
	Avenue Q to Juanita Ave	4	C4	3,250	3%	3	0.09%	5%	NO
S 35th St	Okeechobee Rd to Virginia Ave	2	C3R	2,020	20%	19	0.94%	1%	NO
	Virginia Ave to Cortez Blvd	2	C3C	1,950	1%	1	0.05%	1%	NO
	Cortez Blvd to Kirby Loop Rd	2	C3C	1,950	0%	0	0.00%	1%	NO
I-95	Indrio Rd to Orange Ave	8	LA Transition	13,530	2.0%	2	0.01%	1%	NO
	Orange Ave to Okeechobee Rd	8	LA Urban	14,710	4%	3	0.02%	1%	NO
	Okeechobee Rd to Crosstown Pkwy	8	LA Urban	14,710	4%	3	0.02%	1%	NO

Background Analysis

Existing traffic volumes were obtained from St. Lucie County TPO, MEP intersection counts, and FDOT's *Florida Traffic Online* website. The existing 2026 peak hour traffic volumes will be increased based on the greater of the annual compound growth rate of 3.5% or a 1% growth rate plus approved site plan traffic to develop the projected year 2030 background traffic volumes. The projected total traffic volumes were compared to the service volume on each respective roadway segment to determine if each roadway segment is projected to operate acceptably in the background condition. All road segments are projected to operate acceptably during the AM and PM peak hour in 2030, as shown in Tables 3 and 4.

The analysis includes the following anticipated and committed projects:

- Farrell Communities - Ft. Pierce
- Kings Highway Commerce Center
- Kings Highway Commerce Park
- Creekside (35% Built)
- Millcreek
- Eagle Bend
- Drawdy/Pineapple Grove
- NVR Ryan (Angle Road) (Serenoa)
- Viva West
- Viva East
- Woodspring Suites
- Hillpointe Residential (2100 Jenkins)
- Regatta Apartments
- Waypoint Jenkins
- Celebration Pointe (90% Built)
- Whispering Oaks
- Alan Construction
- 2721 Jenkins Road (Pulte's Cornerstone PUD)
- Orange & I-95 Commerce Center (125,000 SF Built & Operational)
- Hope Commercial (Kings Hwy)
- SF Logistics Center (Built – not generating trips at this time)
- Kings Highway Warehouse (Built – not generating trips at this time)

- St. Lucie Commerce Center (Built)
- Old Dominion Freight Line
- 7-Eleven at Kings/Angle
- Pruitt Commerce Center
- Independence Charter Expansion

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Table 3. Peak Hour One-Way Background Roadway Analysis (2030) – AM

Roadway	Segment	E + C Lanes	Peak Hour Peak Direction Volumes (1)		PSCF	Adjusted Peak Hour Peak Direction Volumes		Growth Rate	2026 Existing Peak Hour Peak Direction Volumes		Committed		Committed Traffic + 1% Growth Rate		Growth from Historic Growth Rate		2030 Background		One-Way Roadway Capacity	Acceptable?	
			NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	EB/NB	WB/SB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
Hartman Rd	Okeechobee Rd to Peterson Rd	2	226	265	1.05	237	278	3.5%	245	288	18	37	28	49	36	42	281	337	750	YES	YES
	Peterson Rd to Delaware Ave	2	199	224		209	235		216	243	10	32	19	42	32	36	248	285	540	YES	YES
	Delaware Ave to Orange Ave	2	199	224		209	235		216	243	10	32	19	42	32	36	248	285	790	YES	YES
Peterson Rd*	S Jenkins Rd to Project Driveway	2				0	0		0	0	4	16	4	16	0	0	4	16	888	YES	YES
	Project Driveway to Hartman Rd	2	126	82		132	86		137	89	0	0			20	13	157	102	888	YES	YES

* Capacity based on C3R area type (LOS D) 2 Lane undivided roadway with no left turn lane = 1,110*0.8 = 888

Table 4. Peak Hour One-Way Background Roadway Analysis (2030) – PM

Roadway	Segment	E + C Lanes	Peak Hour Peak Direction Volumes (1)		PSCF	Adjusted Peak Hour Peak Direction Volumes		Growth Rate	2026 Existing Peak Hour Peak Direction Volumes		Committed		Committed Traffic + 1% Growth Rate		Growth from Historic Growth Rate		2030 Background		One-Way Roadway Capacity	Acceptable?	
			NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	EB/NB	WB/SB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
Hartman Rd	Okeechobee Rd to Peterson Rd	2	339	255	1.05	356	268	3.5%	368	277	26	16	41	27	54	41	422	318	750	YES	YES
	Peterson Rd to Delaware Ave	2	222	256		233	269		241	278	37	22	47	33	36	41	288	319	540	YES	YES
	Delaware Ave to Orange Ave	2	222	256		233	269		241	278	37	22	47	33	36	41	288	319	790	YES	YES
Peterson Rd*	S Jenkins Rd to Project Driveway	2	85	189		89	198		92	205	16	5	20	13	14	30	112	235	888	YES	YES
	Project Driveway to Hartman Rd	2	85	189		89	198		92	205	0	0			14	30	106	235	888	YES	YES

* Capacity based on C3R area type (LOS D) 2 Lane undivided roadway with no left turn lane = 1,110*0.8 = 888

Buildout Analysis

The post-development 2030 (buildout) traffic volumes were developed by adding background traffic volume plus diverted traffic plus project traffic. Diverted traffic is based on the complete construction of Peterson Road. Using the TCRPM 5.1 model, it is determined that 23% of traffic will travel west, while 77% will travel east. Therefore, once Peterson Road is fully constructed, 23% of the traffic from Project Driveway to Hartman Road is expected to travel west.

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, as shown in Tables 5 & 6. All roadways are projected to operate acceptably with the project traffic.

Table 5. Peak Hour One-Way Buildout Roadway Analysis (2030) – AM

Roadway	Segment	E + C Lanes	2030 Background Traffic		Diverted Trips		Project Assignment	Project Volumes		Total Traffic		Roadway Capacity	Acceptable?	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
Hartman Rd	Okeechobee Rd to Peterson Rd	2	281	337			48%	9	28	290	365	750	YES	YES
	Peterson Rd to Delaware Ave	2	248	285			29%	17	6	265	291	540	YES	YES
	Delaware Ave to Orange Ave	2	248	285			26%	15	5	263	290	790	YES	YES
Peterson Rd	S Jenkins Rd to Project Driveway	2	4	16	32	20	23%	4	14	40	50	888	YES	YES
	Project Driveway to Hartman Rd	2	157	102	-32	-20	77%	45	15	170	97	888	YES	YES

Table 6. Peak Hour One-Way Buildout Roadway Analysis (2030) – PM

Roadway	Segment	E + C Lanes	2030 Background Traffic		Diverted Trips		Project Assignment	Project Volumes		Total Traffic		Roadway Capacity	Acceptable?	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
Hartman Rd	Okeechobee Rd to Peterson Rd	2	422	318			48%	29	18	451	336	750	YES	YES
	Peterson Rd to Delaware Ave	2	288	319			29%	11	17	299	336	540	YES	YES
	Delaware Ave to Orange Ave	2	288	319			26%	10	16	298	335	790	YES	YES
Peterson Rd	S Jenkins Rd to Project Driveway	2	112	235	21	47	23%	14	9	147	291	888	YES	YES
	Project Driveway to Hartman Rd	2	106	235	-21	-47	77%	28	46	113	234	888	YES	YES

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in the 2030 total (existing traffic plus committed traffic plus background plus project) traffic conditions. This study analyzes the impacts on the following intersections for the AM and PM peak hours:

- Peterson Road & S Jenkins Road
- Peterson Road & Hartman Road
- Hartman Road & Okeechobee 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 movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Analysis

Peterson Road & S Jenkins Road

MEP evaluated Peterson Road & S Jenkins Road 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). Table 7 shows the Level of Service for each approach affected by the project traffic.

Table 7. Peterson Road & S Jenkins Road Intersection Level of Service

Approach	Maximum Movement v/c ratio / LOS						
	AM Existing	AM Pre-Development	AM Post-Development	PM Existing	PM Pre-Development	PM Post-Development	Acceptable?
Westbound	0 / A	0.119 / D	0.298 / D	0.002 / B	0.076 / F	0.273 / E	YES
Northbound	0 / A	0 / A	0 / A	0 / A	0 / A	0 / A	YES
Southbound	0 / A	0 / A	0.005 / A	0 / A	0 / A	0.01 / B	YES

Westbound Peterson Road is projected to have adequate capacity. The unsignalized Peterson Road approach LOS is "D" and "E" during the AM and PM peak hour, respectively, which is consistent with the anticipated delay for a side street during the peak hour along a busy road. The peak hour projected left-turn volumes on Peterson Road (30 vehicles) are significantly less than the required volumes needed for eight hours (53 vehicles) to warrant a traffic signal. Therefore, a traffic signal is not warranted based on the projected volumes at the intersection.

Peterson Road & Hartman Road

MEP evaluated Peterson Road & Hartman Road 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). Table 8 shows the Level of Service for each approach affected by the project traffic.

Table 8. Peterson Road & Hartman Road Intersection Level of Service

Approach	Maximum Movement v/c ratio / LOS						
	AM Existing	AM Pre-Development	AM Post-Development	PM Existing	PM Pre-Development	PM Post-Development	Acceptable?
Eastbound	0.14 / A	0.174 / A	0.185 / A	0.096 / A	0.116 / A	0.127 / A	YES
Westbound	0.026 / A	0.031 / A	0.031 / A	0.034 / A	0.042 / A	0.043 / A	YES
Northbound	0.215 / A	0.255 / A	0.256 / A	0.314 / A	0.386 / A	0.389 / A	YES
Southbound	0.211 / A	0.279 / A	0.281 / A	0.27 / A	0.326 / A	0.339 / A	YES

Hartman Road & Okeechobee Road

MEP evaluated Hartman Road & Okeechobee Road 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). Table 9 shows the Level of Service for each approach affected by the project traffic.

Table 9. Hartman Road & Okeechobee Road Intersection Level of Service

Approach	Maximum Movement Delay (in sec) / LOS						
	AM Existing	AM Pre-Development	AM Post-Development	PM Existing	PM Pre-Development	PM Post-Development	Acceptable?
Eastbound	8.0 / A	10.5 / B	10.8 / D	10.6 / B	23.2 / C	14.4 / B	YES
Westbound	10.9 / B	15.0 / B	15.5 / B	14.0 / B	31.2 / C	19.4 / B	YES
Northbound	62.7 / E	58.5 / E	59.0 / E	74.7 / E	50.5 / D	74.0 / E	YES
Southbound	62.6 / E	62.5 / E	61.8 / E	69.0 / E	46.7 / D	69.7 / E	YES
Intersection	24.4 / C	25.0 / C	25.6 / C	29.4 / C	33.0 / C	32.4 / C	YES

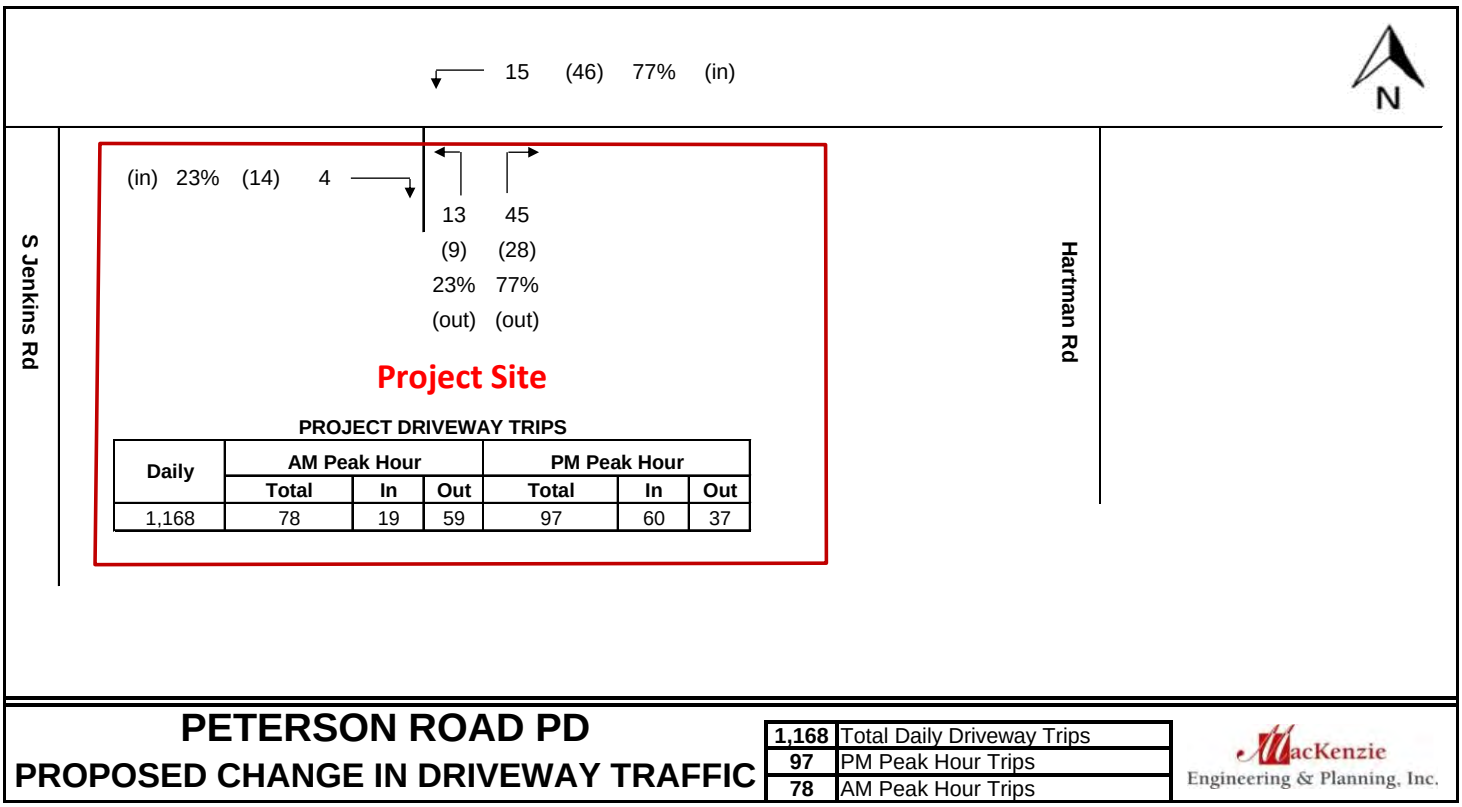
ACCESS

The project proposes driveway access as follows:

- Driveway 1 (Peterson Road - South) – Full Opening

Figure 3 illustrates the proposed driveway traffic.

Figure 3. Proposed Driveway Traffic



Driveways

Ingress Turn Lanes (DW 1)

The project site's Driveway 1 (west) is projected to have 14 peak-hour right-turning vehicles. The need for a right-turn lane was evaluated using NCHRP 457, consistent with St. Lucie TPO STIP. As shown in Figure 4, a right-turn lane is not warranted. Therefore, a right-turn lane is not recommended at Driveway 1.

The project site's Driveway 1 (west) is projected to have 46 peak-hour left-turning vehicles. The need for a left-turn lane was evaluated using NCHRP 457. As shown in Figure 5, a left-turn lane is not warranted. Therefore, a left-turn lane is not recommended at Driveway 1.

Figure 4. Right-Turn Bay Analysis – Driveway 1

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	25
Major-road volume (one direction), veh/h:	107
Right-turn volume, veh/h:	14

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	23675159
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

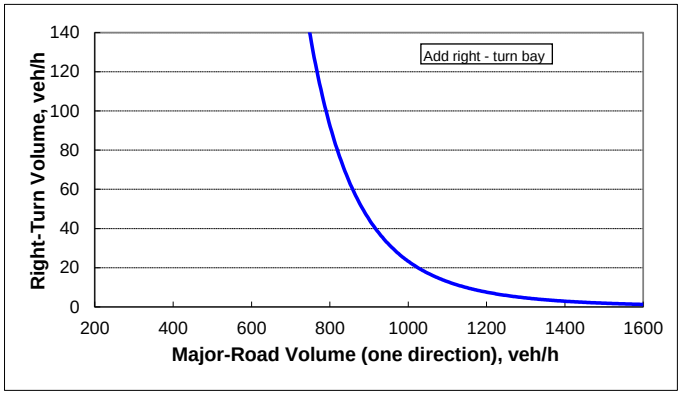


Figure 5. Left-Turn Bay Analysis– Driveway 1

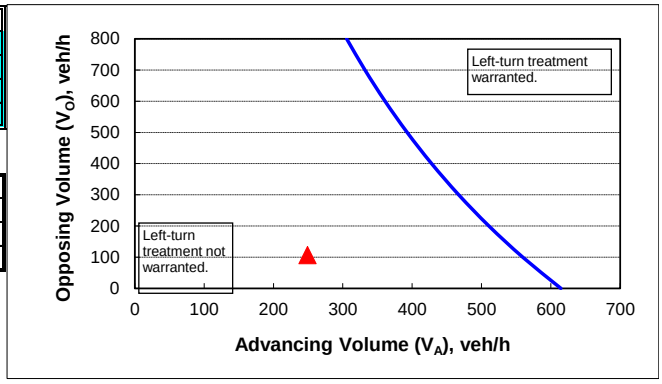
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	18%
Advancing volume (V_A), veh/h:	249
Opposing volume (V_O), veh/h:	107

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	556
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	2.2
Critical headway, s:	4.2
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

CONCLUSION

MacKenzie Engineering & Planning, Inc. was retained to prepare the traffic impacts report for the project located at 5125 Peterson Road in Fort Pierce, FL, 34947 (Parcel ID: 2418-212-0001-000-7 The proposed development is to construct 186 Multi-Family (Low-Rise) dwelling units. The buildout year is 2030.

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

- 1,168 daily, 78 AM peak hour (19 in/59 out), and 97 PM peak hour (60 in/37 out) trips.

The applicant will construct approximately 700 feet of Peterson Road to fill in the "missing piece" between Jenkins Road and Hartman Road. The applicant's construction will complete Peterson Road as a 2-lane roadway with sidewalks between Jenkins Road and Hartman Road.

Turn lanes are not required at the driveway based on City and County standards.

A traffic signal is not warranted at Peterson Road and Jenkins Road based on the projected traffic volumes.

The project satisfies City of Fort Pierce and St. Lucie County transportation concurrency requirements.

EXHIBITS

Exhibit 1. Intersection Analysis

APPENDICES

Appendix A. Approved Methodology

Appendix B. Committed Trips

Appendix C. Committed Projects

Appendix D. FDOT Peak Season Factor Category Report

Appendix E. St. Lucie County Traffic Counts and LOS report 2025

Appendix F. FDOT's Q/LOS – Manual 2023

Appendix G. Traffic Counts

Peterson Road PD
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
S Jenkins Road & Peterson Road

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	47	0	96
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	48	0	95
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	64	0	0	0	77	0	141
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	43	0	97
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	38	0	89
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	61	0	118
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	67	0	123
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	59	0	110
		0	0	0	0	0	0	0	0	0	0	429	0	0	0	440	0	869
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	226	0	0	0	219	0	445

Count Taken: 12/18/2025
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.05
PHF 0.79 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/18/2025																
Existing Volumes	0	0	0	0	0	0	0	0	0	0	226	0	0	0	219	0
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0
Adjusted Volumes		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**237**	**0**		**0**	**230**	**0**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		0	0	0		0	0	0	0	0	8	0		0	8	0
2026 Volumes		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**245**	**0**		**0**	**238**	**0**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		0	0	0		0	0	0	0	0	36	0		0	35	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%
2030 Growth		0	0	0		0	0	0	0	0	10	0		0	10	0
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out						in					out	out			in	
%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%	0%	0%	3%	0%
Volumes	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out						in					out	out			in	
%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	7%	3%	0%	0%	7%	0%
Volumes	0	0	0	0	0	11	0	0	0	0	6	3	0	0	25	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	16	0	0	0	25	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	16	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	14%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	29	0	0	0	88	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
12. Woodsprings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%	0%	0%	56%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	43	0	0	0	15	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	35%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	32	0	0	0	10	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%	0%	0%	56%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	52	0	0	0	17	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out			OUT				IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	40%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	135	0	0	0	37	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out			OUT				IN				in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%	0%	0%	0%	70%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	32	0	0	0	117	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out			OUT				IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out			OUT				IN				in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	12%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	13	0	0	0	3	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out						in					out	out			in	
%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	7%	3%	0%	0%	7%	0%
Volumes	0	0	0	0	0	3	0	0	0	0	2	1	0	0	8	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out			OUT				IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	3	0	0	0	12	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out			OUT				IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	12	0	0	0	18	0
Total Committed	0	0	0	0	0	16	0	0	0	0	412	4	0	0	410	0
Committed + 1%	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**422**	**4**	**0**	**0**	**420**	**0**
Growth 3.5% or Committed + 1%	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**422**	**4**	**0**	**0**	**420**	**0**

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**0**	**0**	**0**		**16**	**0**	**0**		**0**	**667**	**4**		**0**	**658**	**0**
Project Traffic		0	0	0		10	0	4		0	0	3		1	0	0
Diverted Trips						4		22				9		3		
Post Development Volumes		**0**	**0**	**0**		**30**	**0**	**26**		**0**	**667**	**16**		**4**	**658**	**0**
						Out		Out				In		In		
		0.0%	0.0%	0.0%		17.0%	0.0%	6.0%		0.0%	0.0%	17.0%		6.0%	0.0%	0.0%

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	245	0	0	238
Future Vol, veh/h	0	0	245	0	0	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	0	0	266	0	0	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	525	266	0	0	266	0
Stage 1	266	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	513	772	-	-	1298	-
Stage 1	778	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	513	772	-	-	1298	-
Mov Cap-2 Maneuver	513	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1298	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	0	667	4	0	658
Future Vol, veh/h	16	0	667	4	0	658
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	17	0	725	4	0	715

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1442	727	0	0	729	0
Stage 1	727	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	146	424	-	-	875	-
Stage 1	478	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	424	-	-	875	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	33.02	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	146	875	-
HCM Lane V/C Ratio	-	-	0.119	-	-
HCM Ctrl Dly (s/v)	-	-	33	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	26	667	16	4	658
Future Vol, veh/h	30	26	667	16	4	658
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	33	28	725	17	4	715

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1458	734	0	0	742	0
Stage 1	734	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	143	420	-	-	865	-
Stage 1	475	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	420	-	-	865	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	29.91	0	0.06
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	204	11	-
HCM Lane V/C Ratio	-	-	0.298	0.005	-
HCM Ctrl Dly (s/v)	-	-	29.9	9.2	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Peterson Road PD
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
S Jenkins Road & Peterson Road

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	79	0	0	0	73	0	152
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	81	0	0	0	66	0	147
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	51	0	117
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	63	0	119
5:00 PM	5:15 PM	0	0	0	0	0	1	0	0	0	0	70	0	0	0	90	0	161
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	40	0	99
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	81	0	133
5:45 PM	6:00 PM	0	0	0	0	0	0	0	1	0	0	44	1	0	2	50	0	98
		0	0	0	0	0	1	0	1	0	0	507	1	0	2	514	0	1026
Peak Hour Traffic Volume																		
4:15 PM	5:15 PM	0	0	0	0	0	1	0	0	0	0	273	0	0	0	270	0	544

Count Taken: 12/18/2025
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.05
PHF 0.84 Adjusted PHF 0.92

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/18/2025																	
Existing Volumes		0	0	0	0	0	1	0	0	0	0	273	0	0	0	270	0
Seasonal Factor		0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0
Adjusted Volumes			**0**	**0**	**0**		**1**	**0**	**0**		**0**	**287**	**0**		**0**	**284**	**0**
Growth Rate			3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume			0	0	0		0	0	0	0	0	10	0		0	10	0
2026 Volumes			**0**	**0**	**0**		**1**	**0**	**0**	**0**	**0**	**297**	**0**		**0**	**294**	**0**
Growth Rate			3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume			0	0	0		0	0	0	0	0	44	0		0	43	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%
2030 Growth			0	0	0		0	0	0	0	0	12	0		0	12	0
Committed																	
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT			24		PM	IN	27	OUT		87			
In/Out							in					out	out			in	
%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	2%	0%	0%	3%	0%	
Volumes	0	0	0	0	0	1	0	0	0	0	3	2	0	0	1	0	
3. Kings Hwy Commerce Park	AM	IN	362	OUT			90		PM	IN	115	OUT		371			
In/Out							in					out	out			in	
%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	7%	3%	0%	0%	7%	0%	
Volumes	0	0	0	0	0	3	0	0	0	0	26	11	0	0	8	0	
4. Creekside	AM	IN	498	OUT			311		PM	IN	143	OUT		421			
In/Out												out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	21	0	0	0	7	0	
5. Millcreek	AM	IN	54	OUT			161		PM	IN	178	OUT		104			
In/Out												in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	18	0	0	0	10	0	
6. Egale Bend	AM	IN	207	OUT			632		PM	IN	740	OUT		435			
In/Out												in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	14%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	104	0	0	0	61	0	
7. Drawdy/Pineapple Grove	AM	IN	69	OUT			196		PM	IN	232	OUT		137			
In/Out												in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10. Viva West	AM	IN	22	OUT			70		PM	IN	73	OUT		43			
In/Out												out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	
11. Viva East	AM	IN	21	OUT			66		PM	IN	69	OUT		40			
In/Out												out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	
12. Woodsprings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13. Hillpointe	AM	IN	27	OUT			77		PM	IN	81	OUT		48			
In/Out												out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%	0%	0%	56%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	27	0	0	0	45	0	
14. Regatta	AM	IN	29	OUT			91		PM	IN	98	OUT		57			
In/Out												out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	0%	0%	35%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	20	0	0	0	34	0	
15. Waypointe Jenkins	AM	IN	30	OUT			93		PM	IN	101	OUT		59			
In/Out												out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%	0%	0%	56%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	33	0	0	0	57	0	
16. Celebration Pointe	AM	IN	93	OUT			338		PM	IN	363	OUT		194			
In/Out			OUT					IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	40%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	78	0	0	0	145	0	
17. Whispering Oaks	AM	IN	45	OUT			167		PM	IN	172	OUT		167			
In/Out			OUT					IN				in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%	0%	0%	0%	70%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	120	0	0	0	117	0	
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT			128		PM	IN	147	OUT		87			
In/Out			OUT					IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	10%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	9	0	0	0	15	0	
20.Orange & I-95 Commerce Center	AM	IN	111	OUT			22		PM	IN	30	OUT		107			
In/Out			OUT					IN				in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	0%	0%	12%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	4	0	0	0	13	0	
21. Hope Commercial	AM	IN	109	OUT			33		PM	IN	42	OUT		109			
In/Out							in					out	out			in	
%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	7%	3%	0%	0%	7%	0%	
Volumes	0	0	0	0	0	1	0	0	0	0	8	3	0	0	3	0	
22. SF Logistics Center	AM	IN	203	OUT			56		PM	IN	70	OUT		192			
In/Out												in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	
23. Kings Hwy Warehouse	AM	IN	342	OUT			341		PM	IN	458	OUT		216			
In/Out												in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	1%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT			45		PM	IN	40	OUT		40			
In/Out												in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	2%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	
26. Pruitt Commerce Center	AM	IN	415	OUT			97		PM	IN	113	OUT		399			
In/Out			OUT					IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	12	0	0	0	3	0	
27. Independence Charter	AM	IN	366	OUT			234		PM	IN	55	OUT		73			
In/Out			OUT					IN				out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%	
Volumes	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	
Total Committed	0	0	0	0	0	5	0	0	0	0	504	16	0	0	541	0	
Committed + 1%	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**516**	**16**	**0**	**0**	**553**	**0**	
Growth 3.5% or Committed + 1%	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**516**	**16**	**0**	**0**	**553**	**0**	

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**0**	**0**	**0**		**6**	**0**	**0**		**0**	**813**	**16**		**0**	**847**	**0**
Project Traffic		0	0	0		6	0	2		0	0	10		4	0	0
Diverted Trips						4		15				29		3		
Post Development Volumes		**0**	**0**	**0**		**16**	**0**	**17**		**0**	**813**	**55**		**7**	**847**	**0**
Project Traffic Assignment		0.0%	0.0%	0.0%		Out 17.0%	0.0%	Out 6.0%		0.0%	0.0%	In 17.0%		In 6.0%	0.0%	0.0%

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	297	0	0	294
Future Vol, veh/h	1	0	297	0	0	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	1	0	323	0	0	320

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	323	0	0	323	0
Stage 1	323	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	438	718	-	-	1237	-
Stage 1	734	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	438	718	-	-	1237	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.24	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	438	1237	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	-	13.2	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	0	813	16	0	847
Future Vol, veh/h	6	0	813	16	0	847
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	7	0	884	17	0	921

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1813	892	0	0	901	0
Stage 1	892	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	86	341	-	-	754	-
Stage 1	400	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	86	341	-	-	754	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	50.19	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	86	754	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Ctrl Dly (s/v)	-	-	50.2	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	17	813	55	7	847
Future Vol, veh/h	16	17	813	55	7	847
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	4
Mvmt Flow	17	18	884	60	8	921

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1849	914	0	0	943	0
Stage 1	914	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	82	331	-	-	727	-
Stage 1	391	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	331	-	-	727	-
Mov Cap-2 Maneuver	80	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	42.42	0	0.08
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	15	-
HCM Lane V/C Ratio	-	-	0.273	0.01	-
HCM Ctrl Dly (s/v)	-	-	42.4	10	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	1	0	-

Peterson Road PD
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Peterson Road & Hartman Road

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:15 AM	7:30 AM	0	11	6	31	0	1	2	3	0	10	26	5	0	0	21	9	125
7:30 AM	7:45 AM	0	3	4	32	0	2	4	4	0	7	46	5	0	3	29	13	152
7:45 AM	8:00 AM	0	8	11	19	0	0	3	2	0	13	46	1	0	2	57	11	173
8:00 AM	8:15 AM	0	3	3	15	0	0	2	0	0	10	41	6	0	6	50	11	147
8:15 AM	8:30 AM	0	2	5	21	0	0	2	4	0	6	40	5	0	2	40	0	127
8:30 AM	8:45 AM	0	2	6	18	0	0	1	1	0	10	30	1	0	2	36	7	114
8:45 AM	9:00 AM	0	5	9	16	0	0	2	1	0	8	27	5	0	1	35	7	116
9:00 AM	9:15 AM	0	2	6	16	0	0	0	1	0	7	18	1	0	0	23	4	78
		0	36	50	168	0	3	16	16	0	71	274	29	0	16	291	62	1032
Peak Hour Traffic Volume																		
7:30 AM	8:30 AM	0	16	23	87	0	2	11	10	0	36	173	17	0	13	176	35	599

Count Taken: 12/16/2025
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.05
PHF 0.87 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/16/2025																
Existing Volumes	0	16	23	87	0	2	11	10	0	36	173	17	0	13	176	35
Seasonal Factor	0	1	1	4	0	0	1	1	0	2	9	1	0	1	9	2
Adjusted Volumes		**17**	**24**	**91**		**2**	**12**	**11**		**38**	**182**	**18**		**14**	**185**	**37**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		1	1	3		0	0	0	0	1	6	1		0	6	1
2026 Volumes		**18**	**25**	**94**		**2**	**12**	**11**	**0**	**39**	**188**	**19**		**14**	**191**	**38**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		3	4	14		0	2	2	0	6	28	3		2	28	6
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%
2030 Growth		1	1	4		0	0	0	0	2	8	1		1	8	2
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	10	0	0	0	32	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Woodsprings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	12	0	0	0	18	0
Total Committed	0	0	0	0	0	0	0	0	0	0	25	0	0	0	58	0
Committed + 1%	0	1	1	4	0	0	0	0	0	2	33	1	0	1	66	2
Growth 3.5% or Committed + 1%	0	3	4	14	0	0	2	2	0	6	33	3	0	2	66	6

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**21**	**29**	**108**		**2**	**14**	**13**		**45**	**221**	**22**		**16**	**257**	**44**
Project Traffic		17	0	28		0	0	0		9	0	0		0	0	6
Diverted Trips		**-4**		**-22**						**-9**						**-3**
Post Development Volumes		**34**	**29**	**114**		**2**	**14**	**13**		**45**	**221**	**22**		**16**	**257**	**47**
		Out		Out						In						In
		29.0%	0.0%	48.0%		0.0%	0.0%	0.0%		48.0%	0.0%	0.0%		0.0%	0.0%	29.0%

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	149	27	267	264
Demand Flow Rate, veh/h	152	27	278	275
Vehicles Circulating, veh/h	235	277	63	58
Vehicles Exiting, veh/h	98	64	324	246
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	3.7	4.8	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	152	27	278	275
Cap Entry Lane, veh/h	1086	1040	1294	1301
Entry HV Adj Factor	0.983	0.991	0.960	0.959
Flow Entry, veh/h	149	27	267	264
Cap Entry, veh/h	1068	1030	1242	1247
V/C Ratio	0.140	0.026	0.215	0.211
Control Delay, s/veh	4.6	3.7	4.8	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	172	31	313	344
Demand Flow Rate, veh/h	175	31	326	359
Vehicles Circulating, veh/h	312	325	73	67
Vehicles Exiting, veh/h	114	74	414	289
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	3.9	5.2	5.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	175	31	326	359
Cap Entry Lane, veh/h	1004	991	1281	1289
Entry HV Adj Factor	0.985	0.991	0.960	0.958
Flow Entry, veh/h	172	31	313	344
Cap Entry, veh/h	989	981	1230	1235
V/C Ratio	0.174	0.031	0.255	0.279
Control Delay, s/veh	5.3	3.9	5.2	5.4
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	31	313	347
Demand Flow Rate, veh/h	186	31	326	362
Vehicles Circulating, veh/h	312	329	77	67
Vehicles Exiting, veh/h	117	74	421	293
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.4	4.0	5.2	5.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	186	31	326	362
Cap Entry Lane, veh/h	1004	987	1276	1289
Entry HV Adj Factor	0.980	0.991	0.960	0.959
Flow Entry, veh/h	182	31	313	347
Cap Entry, veh/h	984	977	1225	1235
V/C Ratio	0.185	0.031	0.256	0.281
Control Delay, s/veh	5.4	4.0	5.2	5.5
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	1

Peterson Road PD
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Peterson Road & Hartman Road

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	2	2	10	0	2	4	3	0	10	42	1	0	0	36	15	127
4:15 PM	4:30 PM	0	5	4	7	0	0	4	1	0	20	39	2	0	2	30	12	126
4:30 PM	4:45 PM	0	6	3	13	0	1	0	2	0	26	51	2	0	0	49	11	164
4:45 PM	5:00 PM	0	9	2	16	0	1	4	4	0	20	42	3	0	1	47	13	162
5:00 PM	5:15 PM	0	2	3	16	0	1	8	1	0	28	54	8	0	3	56	11	191
5:15 PM	5:30 PM	0	1	3	13	0	0	4	2	0	29	42	4	0	0	53	15	166
5:30 PM	5:45 PM	0	6	0	16	0	0	3	3	0	31	60	3	0	2	43	13	180
5:45 PM	6:00 PM	0	2	1	16	0	2	2	0	0	29	44	7	0	5	39	16	169
		0	38	19	107	0	7	29	16	0	193	374	30	0	13	353	106	1285
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	16	8	61	0	3	17	6	0	117	200	22	0	10	191	55	706

Count Taken: 12/16/2025
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.05
PHF: 0.92 Adjusted PHF: 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/16/2025																
Existing Volumes	0	16	8	61	0	3	17	6	0	117	200	22	0	10	191	55
Seasonal Factor	0	1	0	3	0	0	1	0	0	6	10	1	0	1	10	3
Adjusted Volumes		**17**	**8**	**64**		**3**	**18**	**6**		**123**	**210**	**23**		**11**	**201**	**58**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		1	0	2		0	1	0	0	4	7	1		0	7	2
2026 Volumes		**18**	**8**	**66**		**3**	**19**	**6**	**0**	**127**	**217**	**24**		**11**	**208**	**60**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		3	1	10		0	3	1	0	19	32	4		2	31	9
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%
2030 Growth		1	0	3		0	1	0	0	5	9	1		0	8	2
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	37	0	0	0	22	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Woodsprings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out											out				in	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
Total Committed	0	0	0	0	0	0	0	0	0	0	50	0	0	0	30	0
Committed + 1%	0	1	0	3	0	0	1	0	0	5	59	1	0	0	38	2
Growth 3.5% or Committed + 1%	0	3	1	10	0	0	3	1	0	19	59	4	0	2	38	9

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**21**	**9**	**76**		**3**	**22**	**7**		**146**	**276**	**28**		**13**	**246**	**69**
Project Traffic		11	0	18		0	0	0		29	0	0		0	0	17
Diverted Trips		**-4**		**-15**						**-29**						**-3**
Post Development Volumes		**28**	**9**	**79**		**3**	**22**	**7**		**146**	**276**	**28**		**13**	**246**	**83**
Project Traffic Assignment		Out 29.0%	0.0%	Out 48.0%		0.0%	0.0%	0.0%		In 48.0%	0.0%	0.0%		0.0%	0.0%	In 29.0%

Intersection	
Intersection Delay, s/veh	5.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	101	31	400	303
Demand Flow Rate, veh/h	102	31	416	315
Vehicles Circulating, veh/h	252	409	41	165
Vehicles Exiting, veh/h	228	48	313	275
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.3	5.7	5.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	102	31	416	315
Cap Entry Lane, veh/h	1067	909	1323	1166
Entry HV Adj Factor	0.988	0.987	0.962	0.961
Flow Entry, veh/h	101	31	400	303
Cap Entry, veh/h	1055	897	1273	1121
V/C Ratio	0.096	0.034	0.314	0.270
Control Delay, s/veh	4.3	4.3	5.7	5.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	1

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	116	35	489	356
Demand Flow Rate, veh/h	118	35	508	371
Vehicles Circulating, veh/h	297	500	47	189
Vehicles Exiting, veh/h	263	55	368	346
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.8	6.6	6.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	118	35	508	371
Cap Entry Lane, veh/h	1019	829	1315	1138
Entry HV Adj Factor	0.981	0.987	0.963	0.959
Flow Entry, veh/h	116	35	489	356
Cap Entry, veh/h	1000	818	1266	1091
V/C Ratio	0.116	0.042	0.386	0.326
Control Delay, s/veh	4.6	4.8	6.6	6.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	1

Intersection	
Intersection Delay, s/veh	6.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	126	35	489	371
Demand Flow Rate, veh/h	129	35	508	386
Vehicles Circulating, veh/h	297	508	55	189
Vehicles Exiting, veh/h	278	55	371	354
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	4.9	6.6	6.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	129	35	508	386
Cap Entry Lane, veh/h	1019	822	1305	1138
Entry HV Adj Factor	0.975	0.987	0.963	0.960
Flow Entry, veh/h	126	35	489	371
Cap Entry, veh/h	994	811	1256	1093
V/C Ratio	0.127	0.043	0.389	0.339
Control Delay, s/veh	4.8	4.9	6.6	6.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	2	2

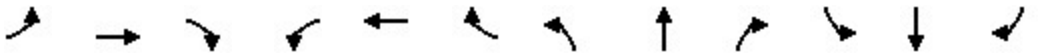
Peterson Road PD
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Hartman Road & Okeechobee Road

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:15 AM	7:30 AM	0	17	60	0	1	0	74	0	0	0	7	0	0	4	12	20	195
7:30 AM	7:45 AM	0	27	77	0	0	0	85	3	0	1	11	0	0	9	25	39	277
7:45 AM	8:00 AM	0	53	98	0	0	0	104	4	0	0	33	0	0	7	21	48	368
8:00 AM	8:15 AM	0	28	117	0	0	1	100	4	0	3	17	0	0	17	17	40	344
8:15 AM	8:30 AM	0	39	84	0	0	0	98	10	0	1	14	0	0	14	16	40	316
8:30 AM	8:45 AM	0	31	74	0	0	1	94	7	0	0	23	2	0	9	24	28	293
8:45 AM	9:00 AM	0	40	75	0	0	2	88	6	0	1	20	0	0	10	26	31	299
9:00 AM	9:15 AM	0	31	79	0	0	5	79	11	0	0	14	0	0	14	22	30	285
		0	266	664	0	1	9	722	45	0	6	139	2	0	84	163	276	2377
Peak Hour Traffic Volume																		
7:45 AM	8:45 AM	0	151	373	0	0	2	396	25	0	4	87	2	0	47	78	156	1321

Count Taken: 3/25/2026
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.00
PHF 0.90 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
3/25/2026																
Existing Volumes	0	151	373	0	0	2	396	25	0	4	87	2	0	47	78	156
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		**151**	**373**	**0**		**2**	**396**	**25**		**4**	**87**	**2**		**47**	**78**	**156**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		22	55	0		0	58	4	0	1	13	0		7	12	23
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%
2030 Growth		6	15	0		0	16	1	0	0	4	0		2	3	6
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out			out				in									
%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out			out				in									
%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	7	0	0	0	29	0	0	0	0	0	0	0	0	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	6	0	0	0	19	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out			out				in									
%	0%	0%	10%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out			out				in									
%	0%	0%	10%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0
12. Woodsprings																
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out			out				in									
%	0%	0%	5%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	17	0	0	0	5	0	0	0	0	0	0	0	0	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out			out				in									
%	0%	0%	10%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	13	0	0	0	4	0	0	0	0	0	0	0	0	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out			out				in									
%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	3	0	0	0	9	0	0	0	0	0	0	0	0	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out			out				in									
%	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out			out				in									
%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	8	0	0	0	33	0	0	0	0	0	0	0	0	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out			out				in									
%	0%	0%	25%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	59	0	0	0	92	0	0	0	0	0	0	0	0	0
Total Committed	0	0	132	0	0	0	190	0	0	0	9	0	0	0	27	0
Committed + 1%	0	6	147	0	0	0	206	1	0	0	13	0	0	2	30	6
Growth 3.5% or Committed + 1%	0	22	147	0	0	0	206	4	0	1	13	0	0	7	30	23

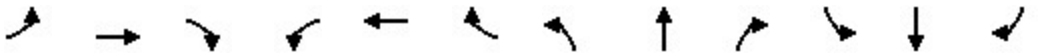
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**173**	**520**	**0**	**0**	**2**	**602**	**29**	**0**	**5**	**100**	**2**	**0**	**54**	**108**	**179**
Project Traffic		2	0	0		0	0	4	0	0	0	0		13	1	7
Post Development Volumes		**175**	**520**	**0**		**2**	**602**	**33**	**0**	**5**	**100**	**2**		**67**	**109**	**186**
		In						In			In			Out	Out	Out
		12.0%	0.0%	0.0%		0.0%	0.0%	22.0%		0.0%	2.0%	0.0%		22.0%	2.0%	12.0%
Truck Percentage	**ebu**	**ebl**	**ebt**	**ebr**	**wbu**	**wbl**	**wbt**	**wbr**	**nbu**	**nbl**	**nbt**	**nbr**	**sbu**	**sbl**	**sbt**	**sbr**
		3.1%				**3.1%**				**2.2%**				**1.4%**		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	373	0	2	396	25	4	87	2	47	78	156
Future Volume (veh/h)	151	373	0	2	396	25	4	87	2	47	78	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	164	405	0	2	430	27	4	95	2	51	85	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	678	2407	0	676	2147	134	81	178	4	175	97	194
Arrive On Green	0.05	0.68	0.00	0.00	0.64	0.64	0.10	0.10	0.10	0.03	0.17	0.17
Sat Flow, veh/h	1767	3618	0	1767	3369	211	1125	1825	38	1781	557	1113
Grp Volume(v), veh/h	164	405	0	2	224	233	4	0	97	51	0	255
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	1818	1125	0	1863	1781	0	1670
Q Serve(g_s), s	4.3	5.8	0.0	0.1	7.4	7.5	0.5	0.0	6.9	3.5	0.0	20.8
Cycle Q Clear(g_c), s	4.3	5.8	0.0	0.1	7.4	7.5	10.5	0.0	6.9	3.5	0.0	20.8
Prop In Lane	1.00		0.00	1.00		0.12	1.00		0.02	1.00		0.67
Lane Grp Cap(c), veh/h	678	2407	0	676	1123	1158	81	0	182	175	0	292
V/C Ratio(X)	0.24	0.17	0.00	0.00	0.20	0.20	0.05	0.00	0.53	0.29	0.00	0.87
Avail Cap(c_a), veh/h	923	2407	0	787	1123	1158	220	0	413	254	0	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	8.0	0.0	9.1	10.6	10.6	66.7	0.0	60.1	52.8	0.0	56.3
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.4	0.4	0.3	0.0	2.4	0.9	0.0	8.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	4.0	0.0	0.0	5.4	5.6	0.3	0.0	6.2	2.9	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.6	8.1	0.0	9.1	11.0	11.0	66.9	0.0	62.6	53.8	0.0	64.4
LnGrp LOS	A	A		A	B	B	E		E	D		E
Approach Vol, veh/h		569			459			101			306	
Approach Delay, s/veh		8.0			10.9			62.7			62.6	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	10.8	19.7	7.2	102.4		30.4	13.5	96.0				
Change Period (Y+Rc), s	6.0	6.0	6.8	6.8		6.0	6.8	6.8				
Max Green Setting (Gmax), s	11.0	31.0	9.2	63.2		48.0	26.2	46.2				
Max Q Clear Time (g_c+I1), s	5.5	12.5	2.1	7.8		22.8	6.3	9.5				
Green Ext Time (p_c), s	0.0	0.4	0.0	3.0		1.6	0.4	3.0				

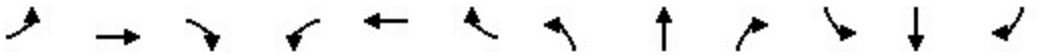
Intersection Summary	
HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	520	0	2	602	29	5	100	2	54	108	179
Future Volume (veh/h)	173	520	0	2	602	29	5	100	2	54	108	179
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	1856	1856	1856	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	565	0	2	654	32	5	109	2	59	117	195
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	527	2289	0	545	2035	99	81	233	4	211	131	219
Arrive On Green	0.06	0.65	0.00	0.00	0.59	0.59	0.13	0.13	0.13	0.04	0.21	0.21
Sat Flow, veh/h	1767	3618	0	1767	3421	167	1067	1831	34	1781	630	1051
Grp Volume(v), veh/h	188	565	0	2	337	349	5	0	111	59	0	312
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	1825	1067	0	1864	1781	0	1681
Q Serve(g_s), s	5.6	9.4	0.0	0.1	13.4	13.4	0.6	0.0	7.7	3.9	0.0	25.3
Cycle Q Clear(g_c), s	5.6	9.4	0.0	0.1	13.4	13.4	14.6	0.0	7.7	3.9	0.0	25.3
Prop In Lane	1.00		0.00	1.00		0.09	1.00		0.02	1.00		0.63
Lane Grp Cap(c), veh/h	527	2289	0	545	1048	1086	81	0	237	211	0	350
V/C Ratio(X)	0.36	0.25	0.00	0.00	0.32	0.32	0.06	0.00	0.47	0.28	0.00	0.89
Avail Cap(c_a), veh/h	731	2289	0	631	1048	1086	197	0	439	232	0	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	10.3	0.0	11.4	14.2	14.2	66.5	0.0	56.7	49.1	0.0	53.9
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.0	0.8	0.8	0.3	0.0	1.4	0.7	0.0	11.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	6.7	0.0	0.0	9.5	9.7	0.3	0.0	6.8	3.3	0.0	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	10.5	0.0	11.4	15.0	15.0	66.8	0.0	58.2	49.8	0.0	64.9
LnGrp LOS	B	B		B	B	B	E		E	D		E
Approach Vol, veh/h		753			688			116			371	
Approach Delay, s/veh		10.5			15.0			58.5			62.5	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	11.3	23.8	7.2	97.7		35.1	14.8	90.1				
Change Period (Y+Rc), s	6.0	6.0	6.8	6.8		6.0	6.8	6.8				
Max Green Setting (Gmax), s	7.0	33.0	7.2	67.2		46.0	24.2	50.2				
Max Q Clear Time (g_c+I1), s	5.9	16.6	2.1	11.4		27.3	7.6	15.4				
Green Ext Time (p_c), s	0.0	0.5	0.0	4.5		1.9	0.5	4.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	520	0	2	602	33	5	100	2	67	109	186
Future Volume (veh/h)	175	520	0	2	602	33	5	100	2	67	109	186
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	1856	1856	1856	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	190	565	0	2	654	36	5	109	2	73	118	202
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	521	2271	0	540	1999	110	81	227	4	222	132	226
Arrive On Green	0.06	0.64	0.00	0.00	0.59	0.59	0.12	0.12	0.12	0.05	0.21	0.21
Sat Flow, veh/h	1767	3618	0	1767	3398	187	1060	1831	34	1781	619	1060
Grp Volume(v), veh/h	190	565	0	2	339	351	5	0	111	73	0	320
Grp Sat Flow(s),veh/h/ln	1767	1763	0	1767	1763	1822	1060	0	1864	1781	0	1680
Q Serve(g_s), s	5.7	9.5	0.0	0.1	13.7	13.8	0.6	0.0	7.8	4.9	0.0	25.9
Cycle Q Clear(g_c), s	5.7	9.5	0.0	0.1	13.7	13.8	14.1	0.0	7.8	4.9	0.0	25.9
Prop In Lane	1.00		0.00	1.00		0.10	1.00		0.02	1.00		0.63
Lane Grp Cap(c), veh/h	521	2271	0	540	1037	1072	81	0	231	222	0	358
V/C Ratio(X)	0.36	0.25	0.00	0.00	0.33	0.33	0.06	0.00	0.48	0.33	0.00	0.89
Avail Cap(c_a), veh/h	723	2271	0	613	1037	1072	200	0	439	241	0	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	10.6	0.0	11.7	14.7	14.7	66.4	0.0	57.1	48.9	0.0	53.5
Incr Delay (d2), s/veh	0.4	0.3	0.0	0.0	0.8	0.8	0.3	0.0	1.5	0.9	0.0	11.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	6.8	0.0	0.0	9.7	9.9	0.3	0.0	6.8	4.0	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	10.8	0.0	11.7	15.5	15.5	66.7	0.0	58.6	49.7	0.0	64.5
LnGrp LOS	B	B		B	B	B	E		E	D		E
Approach Vol, veh/h		755			692			116			393	
Approach Delay, s/veh		10.8			15.5			59.0			61.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	12.5	23.4	7.2	97.0		35.9	15.0	89.2				
Change Period (Y+Rc), s	6.0	6.0	6.8	6.8		6.0	6.8	6.8				
Max Green Setting (Gmax), s	8.0	33.0	6.2	67.2		47.0	24.2	49.2				
Max Q Clear Time (g_c+I1), s	6.9	16.1	2.1	11.5		27.9	7.7	15.8				
Green Ext Time (p_c), s	0.0	0.5	0.0	4.5		1.9	0.5	4.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

Peterson Road PD
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Hartman Road & Okeechobee Road

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	45	83	0	0	2	128	9	0	1	25	1	0	18	18	36	366
4:15 PM	4:30 PM	0	56	89	1	0	1	107	11	0	0	34	1	0	12	20	33	365
4:30 PM	4:45 PM	0	49	115	1	0	5	135	15	0	0	19	2	0	17	21	43	422
4:45 PM	5:00 PM	0	39	105	0	0	3	137	3	0	2	28	2	0	14	20	44	397
5:00 PM	5:15 PM	0	32	87	0	2	4	139	12	0	1	29	3	0	28	27	43	407
5:15 PM	5:30 PM	0	39	114	1	0	2	155	8	0	0	31	2	0	28	30	44	454
5:30 PM	5:45 PM	0	46	114	0	1	2	125	9	0	0	31	4	0	15	19	52	418
5:45 PM	6:00 PM	0	46	119	1	0	3	118	8	0	0	27	2	0	16	19	43	402
		0	352	826	4	3	22	1044	75	0	4	224	17	0	148	174	338	3231
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	163	434	2	3	11	537	37	0	1	118	11	0	87	95	182	1681

Count Taken: 3/25/2026
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.00
PHF 0.93 Adjusted PHF 0.93

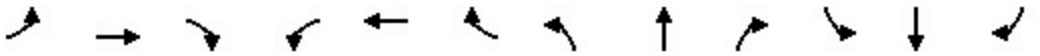
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
3/25/2026																
Existing Volumes	0	163	434	2	3	11	537	37	0	1	118	11	0	87	95	182
Seasonal Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Volumes		**163**	**434**	**2**		**14**	**537**	**37**		**1**	**118**	**11**		**87**	**95**	**182**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		24	64	0		2	79	5	0	0	17	2		13	14	27
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%
2030 Growth		7	18	0		1	22	2	0	0	5	0		4	4	7
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out			out				in									
%	0%	0%	4%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out			out				in									
%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	30	0	0	0	9	0	0	0	0	0	0	0	0	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out											in				out	
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	22	0	0	0	13	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out			out				in									
%	0%	0%	10%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out			out				in									
%	0%	0%	10%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
12. Woodsprings																
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out			out				in									
%	0%	0%	5%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	10	0	0	0	18	0	0	0	0	0	0	0	0	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out			out				in									
%	0%	0%	10%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	9	0	0	0	15	0	0	0	0	0	0	0	0	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out			out				in									
%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out			out				in									
%	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	6	0	0	0	14	0	0	0	0	0	0	0	0	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out			out				in									
%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	32	0	0	0	9	0	0	0	0	0	0	0	0	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out			out				in									
%	0%	0%	25%	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	18	0	0	0	14	0	0	0	0	0	0	0	0	0
Total Committed	0	0	125	0	0	0	97	0	0	0	31	0	0	0	18	0
Committed + 1%	0	7	143	0	0	1	119	2	0	0	36	0	0	4	22	7
Growth 3.5% or Committed + 1%	0	24	143	0	0	2	119	5	0	0	36	2	0	13	22	27

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**187**	**577**	**2**	**0**	**16**	**656**	**42**	**0**	**1**	**154**	**13**	**0**	**100**	**117**	**209**
Project Traffic		7	0	0		0	0	13	0	0	1	0		8	1	4
Post Development Volumes		**194**	**577**	**2**		**16**	**656**	**55**	**0**	**1**	**155**	**13**		**108**	**118**	**213**
Project Traffic Assignment		In 12.0%	0.0%	0.0%		0.0%	0.0%	In 22.0%		0.0%	In 2.0%	0.0%		Out 22.0%	Out 2.0%	Out 12.0%
Truck Percentage	**ebu**	**ebl**	**ebt**	**ebr**	**wbu**	**wbl**	**wbt**	**wbr**	**nbu**	**nbl**	**nbt**	**nbr**	**sbu**	**sbl**	**sbt**	**sbr**
		2.0%				**0.5%**				**0.8%**				**1.1%**		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	434	2	14	537	37	1	118	11	87	95	182
Future Volume (veh/h)	163	434	2	14	537	37	1	118	11	87	95	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	472	2	15	584	40	1	128	12	95	103	198
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	2402	10	634	2115	145	72	176	16	188	115	220
Arrive On Green	0.05	0.66	0.66	0.02	0.63	0.63	0.10	0.10	0.10	0.06	0.20	0.20
Sat Flow, veh/h	1781	3629	15	1781	3375	231	1078	1684	158	1781	572	1100
Grp Volume(v), veh/h	177	231	243	15	307	317	1	0	140	95	0	301
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1829	1078	0	1842	1781	0	1672
Q Serve(g_s), s	5.6	8.1	8.1	0.5	12.5	12.5	0.1	0.0	11.8	7.4	0.0	28.1
Cycle Q Clear(g_c), s	5.6	8.1	8.1	0.5	12.5	12.5	12.9	0.0	11.8	7.4	0.0	28.1
Prop In Lane	1.00		0.01	1.00		0.13	1.00		0.09	1.00		0.66
Lane Grp Cap(c), veh/h	574	1176	1236	634	1114	1146	72	0	192	188	0	335
V/C Ratio(X)	0.31	0.20	0.20	0.02	0.28	0.28	0.01	0.00	0.73	0.51	0.00	0.90
Avail Cap(c_a), veh/h	798	1176	1236	699	1114	1146	202	0	414	239	0	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	10.5	10.5	10.4	13.5	13.5	76.1	0.0	69.4	58.1	0.0	62.4
Incr Delay (d2), s/veh	0.3	0.4	0.4	0.0	0.6	0.6	0.1	0.0	5.2	2.1	0.0	9.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	6.0	6.3	0.4	9.1	9.3	0.1	0.0	9.8	6.3	0.0	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	10.9	10.9	10.4	14.1	14.1	76.2	0.0	74.6	60.2	0.0	71.7
LnGrp LOS	A	B	B	B	B	B	E		E	E		E
Approach Vol, veh/h		651			639			141			396	
Approach Delay, s/veh		10.6			14.0			74.7			69.0	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.4	22.7	9.2	112.7		38.1	14.9	107.1				
Change Period (Y+Rc), s	6.0	6.0	6.8	6.8		6.0	6.8	6.8				
Max Green Setting (Gmax), s	14.0	36.0	8.2	76.2		56.0	28.2	56.2				
Max Q Clear Time (g_c+I1), s	9.4	14.9	2.5	10.1		30.1	7.6	14.5				
Green Ext Time (p_c), s	0.1	0.7	0.0	3.1		2.0	0.5	4.3				

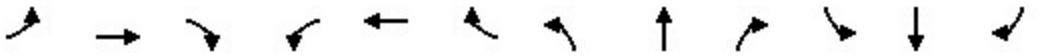
Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	577	2	16	656	42	1	154	13	100	117	209
Future Volume (veh/h)	187	577	2	16	656	42	1	154	13	100	117	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	627	2	17	713	46	1	167	14	109	127	227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	1879	6	406	1559	100	218	425	36	348	207	370
Arrive On Green	0.07	0.52	0.52	0.02	0.46	0.46	0.25	0.25	0.25	0.06	0.34	0.34
Sat Flow, veh/h	1781	3634	12	1781	3389	219	1027	1702	143	1781	602	1075
Grp Volume(v), veh/h	203	307	322	17	374	385	1	0	181	109	0	354
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1831	1027	0	1845	1781	0	1677
Q Serve(g_s), s	9.3	16.1	16.1	0.8	23.0	23.0	0.1	0.0	13.1	7.1	0.0	28.1
Cycle Q Clear(g_c), s	9.3	16.1	16.1	0.8	23.0	23.0	13.2	0.0	13.1	7.1	0.0	28.1
Prop In Lane	1.00		0.01	1.00		0.12	1.00		0.08	1.00		0.64
Lane Grp Cap(c), veh/h	400	919	966	406	817	842	218	0	460	348	0	576
V/C Ratio(X)	0.51	0.33	0.33	0.04	0.46	0.46	0.00	0.00	0.39	0.31	0.00	0.61
Avail Cap(c_a), veh/h	571	919	966	446	817	842	218	0	460	369	0	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	22.5	22.5	22.3	29.6	29.6	55.4	0.0	50.0	40.3	0.0	43.7
Incr Delay (d2), s/veh	1.0	1.0	0.9	0.0	1.8	1.8	0.0	0.0	0.5	0.5	0.0	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	11.5	12.0	0.6	15.7	16.1	0.1	0.0	10.3	5.8	0.0	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	23.5	23.5	22.3	31.4	31.4	55.4	0.0	50.5	40.8	0.0	48.5
LnGrp LOS	C	C	C	C	C	C	E		D	D		D
Approach Vol, veh/h		832			776			182			463	
Approach Delay, s/veh		23.2			31.2			50.5			46.7	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.1	45.9	9.5	89.5		61.0	18.6	80.4				
Change Period (Y+Rc), s	6.0	6.0	6.8	6.8		6.0	6.8	6.8				
Max Green Setting (Gmax), s	11.0	38.0	6.2	79.2		55.0	27.2	58.2				
Max Q Clear Time (g_c+I1), s	9.1	15.2	2.8	18.1		30.1	11.3	25.0				
Green Ext Time (p_c), s	0.0	1.0	0.0	4.4		2.4	0.5	5.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.0
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	577	2	16	656	55	1	155	13	108	118	213
Future Volume (veh/h)	194	577	2	16	656	55	1	155	13	108	118	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	627	2	17	713	60	1	168	14	117	128	232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	2253	7	506	1904	160	72	213	18	202	140	255
Arrive On Green	0.06	0.62	0.62	0.02	0.57	0.57	0.12	0.12	0.12	0.07	0.24	0.24
Sat Flow, veh/h	1781	3634	12	1781	3318	279	1022	1703	142	1781	596	1080
Grp Volume(v), veh/h	211	307	322	17	382	391	1	0	182	117	0	360
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1820	1022	0	1845	1781	0	1676
Q Serve(g_s), s	7.5	12.7	12.7	0.6	18.7	18.7	0.2	0.0	15.3	8.9	0.0	33.5
Cycle Q Clear(g_c), s	7.5	12.7	12.7	0.6	18.7	18.7	15.9	0.0	15.3	8.9	0.0	33.5
Prop In Lane	1.00		0.01	1.00		0.15	1.00		0.08	1.00		0.64
Lane Grp Cap(c), veh/h	476	1102	1159	506	1019	1044	72	0	230	202	0	395
V/C Ratio(X)	0.44	0.28	0.28	0.03	0.37	0.37	0.01	0.00	0.79	0.58	0.00	0.91
Avail Cap(c_a), veh/h	677	1102	1159	545	1019	1044	163	0	394	238	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	13.9	13.9	13.6	18.5	18.5	75.9	0.0	68.0	55.1	0.0	59.5
Incr Delay (d2), s/veh	0.6	0.6	0.6	0.0	1.1	1.0	0.1	0.0	6.0	2.6	0.0	14.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	9.2	9.5	0.5	12.8	13.0	0.1	0.0	12.2	7.6	0.0	22.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	14.6	14.5	13.7	19.6	19.5	75.9	0.0	74.0	57.7	0.0	73.6
LnGrp LOS	B	B	B	B	B	B	E		E	E		E
Approach Vol, veh/h		840			790			183			477	
Approach Delay, s/veh		14.4			19.4			74.0			69.7	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	17.7	26.8	9.5	106.0		44.5	16.9	98.6				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8		6.8	6.8	6.8				
Max Green Setting (Gmax), s	14.2	34.2	6.2	78.2		55.2	28.2	56.2				
Max Q Clear Time (g_c+I1), s	10.9	17.9	2.6	14.7		35.5	9.5	20.7				
Green Ext Time (p_c), s	0.1	0.8	0.0	4.4		2.3	0.5	5.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Peterson Road PD
AM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Peterson Road & Hartman Road

		ebu	ebl	ebt*	ebr	wbu	wbl	wbt*	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:15 AM	7:30 AM	0	0	48	0	0	0	21	0	0	0	0	0	0	0	0	0	69
7:30 AM	7:45 AM	0	0	39	0	0	0	24	0	0	0	0	0	0	0	0	0	63
7:45 AM	8:00 AM	0	0	38	0	0	0	27	0	0	0	0	0	0	0	0	0	65
8:00 AM	8:15 AM	0	0	21	0	0	0	23	0	0	0	0	0	0	0	0	0	44
8:15 AM	8:30 AM	0	0	28	0	0	0	8	0	0	0	0	0	0	0	0	0	36
8:30 AM	8:45 AM	0	0	26	0	0	0	18	0	0	0	0	0	0	0	0	0	44
8:45 AM	9:00 AM	0	0	30	0	0	0	17	0	0	0	0	0	0	0	0	0	47
9:00 AM	9:15 AM	0	0	24	0	0	0	11	0	0	0	0	0	0	0	0	0	35
		0	0	254	0	0	0	149	0	0	0	0	0	0	0	0	0	403
Peak Hour Traffic Volume																		
7:15 AM	8:15 AM	0	0	146	0	0	0	95	0	0	0	0	0	0	0	0	0	241

Count Taken: 12/16/2025
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.05
PHF 0.87 Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/16/2025																
Existing Volumes	0	0	146	0	0	0	95	0	0	0	0	0	0	0	0	0
Seasonal Factor	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0
Adjusted Volumes		**0**	**153**	**0**		**0**	**100**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		0	5	0		0	3	0	0	0	0	0		0	0	0
2026 Volumes		**0**	**158**	**0**		**0**	**103**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		0	23	0		0	15	0	0	0	0	0		0	0	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%
2030 Growth		0	6	0		0	4	0	0	0	0	0		0	0	0
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out			out				in									
%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out			out				in									
%	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Woodsprings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out			out				in									
%	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed	0	0	4	0	0	0	16	0	0	0	0	0	0	0	0	0
Committed + 1%	0	0	10	0	0	0	20	0	0	0	0	0	0	0	0	0
Growth 3.5% or Committed + 1%	0	0	23	0	0	0	20	0	0	0	0	0	0	0	0	0

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**0**	**181**	**0**	**0**	**0**	**123**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Traffic		0	0	4		15	0	0	0	14	0	45		0	0	0
Diverted Trips			-26				-12									
Post Development Volumes		**0**	**181**	**4**		**15**	**123**	**0**	**0**	**14**	**0**	**45**		**0**	**0**	**0**
				In		In				Out		Out				
		0.0%	0.0%	23.0%		77.0%	0.0%	0.0%		23.0%	0.0%	77.0%		0.0%	0.0%	0.0%

***EBT = Peterson & Hartman Road (EBL + EBT + EBR)**
***WBT = Peterson & Hartman Road (NBL + WBT + SBR)**

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	4	15	111	14	45
Future Vol, veh/h	155	4	15	111	14	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	4	16	121	15	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	173	0	324	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1404	-	670	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	875	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1404	-	662	873
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	864	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.9	9.82
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	812	-	-	214	-
HCM Lane V/C Ratio	0.079	-	-	0.012	-
HCM Ctrl Dly (s/v)	9.8	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Peterson Road PD
PM PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
Peterson Road & Hartman Road

		ebu	ebl	ebt*	ebr	wbu	wbl	wbt*	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	14	0	0	0	29	0	0	0	0	0	0	0	0	0	43
4:15 PM	4:30 PM	0	0	16	0	0	0	36	0	0	0	0	0	0	0	0	0	52
4:30 PM	4:45 PM	0	0	22	0	0	0	37	0	0	0	0	0	0	0	0	0	59
4:45 PM	5:00 PM	0	0	27	0	0	0	37	0	0	0	0	0	0	0	0	0	64
5:00 PM	5:15 PM	0	0	21	0	0	0	47	0	0	0	0	0	0	0	0	0	68
5:15 PM	5:30 PM	0	0	17	0	0	0	48	0	0	0	0	0	0	0	0	0	65
5:30 PM	5:45 PM	0	0	22	0	0	0	47	0	0	0	0	0	0	0	0	0	69
5:45 PM	6:00 PM	0	0	25	0	0	0	47	0	0	0	0	0	0	0	0	0	72
		0	0	164	0	0	0	328	0	0	0	0	0	0	0	0	0	492
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	0	85	0	0	0	189	0	0	0	0	0	0	0	0	0	274

Count Taken: 12/16/2025
Buildout year: 2030
Growth Rate: 3.5%
Seasonal Factor: 1.05
PHF: 0.95 Adjusted PHF: 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
12/16/2025																
Existing Volumes	0	0	85	0	0	0	189	0	0	0	0	0	0	0	0	0
Seasonal Factor	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0
Adjusted Volumes		**0**	**89**	**0**		**0**	**198**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		0	3	0		0	7	0	0	0	0	0		0	0	0
2026 Volumes		**0**	**92**	**0**		**0**	**205**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Growth Rate		3.5%	3.5%	3.5%		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		3.5%	3.5%	3.5%
Growth Volume		0	14	0		0	30	0	0	0	0	0		0	0	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%
2030 Growth		0	4	0		0	8	0	0	0	0	0		0	0	0
Committed																
1. Farrell Communities		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Kings Hwy Commerce Center	AM	IN	101	OUT		24		PM	IN	27	OUT		87			
In/Out			out				in									
%	0%	0%	2%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
3. Kings Hwy Commerce Park	AM	IN	362	OUT		90		PM	IN	115	OUT		371			
In/Out			out				in									
%	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0
4. Creekside	AM	IN	498	OUT		311		PM	IN	143	OUT		421			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5. Millcreek	AM	IN	54	OUT		161		PM	IN	178	OUT		104			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6. Egale Bend	AM	IN	207	OUT		632		PM	IN	740	OUT		435			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7. Drawdy/Pineapple Grove	AM	IN	69	OUT		196		PM	IN	232	OUT		137			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8. NVR Ryan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10. Viva West	AM	IN	22	OUT		70		PM	IN	73	OUT		43			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11. Viva East	AM	IN	21	OUT		66		PM	IN	69	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12. Woodsprings	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13. Hillpointe	AM	IN	27	OUT		77		PM	IN	81	OUT		48			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14. Regatta	AM	IN	29	OUT		91		PM	IN	98	OUT		57			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15. Waypointe Jenkins	AM	IN	30	OUT		93		PM	IN	101	OUT		59			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16. Celebration Pointe	AM	IN	93	OUT		338		PM	IN	363	OUT		194			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17. Whispering Oaks	AM	IN	45	OUT		167		PM	IN	172	OUT		167			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18. Alan Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19. 2721 Jenkins / Avalon Crossing	AM	IN	43	OUT		128		PM	IN	147	OUT		87			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20.Orange & I-95 Commerce Center	AM	IN	111	OUT		22		PM	IN	30	OUT		107			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21. Hope Commercial	AM	IN	109	OUT		33		PM	IN	42	OUT		109			
In/Out			out				in									
%	0%	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
22. SF Logistics Center	AM	IN	203	OUT		56		PM	IN	70	OUT		192			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23. Kings Hwy Warehouse	AM	IN	342	OUT		341		PM	IN	458	OUT		216			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24. ODFL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25. 7-Eleven at Kings/Angle	AM	IN	46	OUT		45		PM	IN	40	OUT		40			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26. Pruitt Commerce Center	AM	IN	415	OUT		97		PM	IN	113	OUT		399			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27. Independence Charter	AM	IN	366	OUT		234		PM	IN	55	OUT		73			
In/Out																
%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed	0	0	16	0	0	0	5	0	0	0	0	0	0	0	0	0
Committed + 1%	0	0	20	0	0	0	13	0	0	0	0	0	0	0	0	0
Growth 3.5% or Committed + 1%	0	0	20	0	0	0	30	0	0	0	0	0	0	0	0	0

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
Pre Development Volumes		**0**	**112**	**0**	**0**	**0**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Project Traffic		0	0	14		46	0	0	0	9	0	28		0	0	0
Diverted Trips			-19				-32									
Post Development Volumes		**0**	**112**	**14**		**46**	**235**	**0**	**0**	**9**	**0**	**28**		**0**	**0**	**0**
Project Traffic Assignment		0.0%	0.0%	In 23.0%		In 77.0%	0.0%	0.0%		Out 23.0%	0.0%	Out 77.0%		0.0%	0.0%	0.0%

***EBT = Peterson & Hartman Road (EBL + EBT + EBR)**
***WBT = Peterson & Hartman Road (NBL + WBT + SBR)**

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	14	46	203	9	28
Future Vol, veh/h	93	14	46	203	9	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	15	50	221	10	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	116	0	429	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1472	-	583	945
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1472	-	560	945
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.39	9.68
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	333	-
HCM Lane V/C Ratio	0.05	-	-	0.034	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

MacKenzie
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Memorandum

APPENDIX A

To: City of Fort Pierce Public Works Department
From: Shaun G. Mackenzie, P.E.
Date: Revised March 4, 2026
January 9, 2026
Re: Peterson Road PD - Traffic Study Methodology

St. Lucie County Acceptance

The Peterson Road PD Traffic Study Methodology was

Approved on _____, 20___ by _____

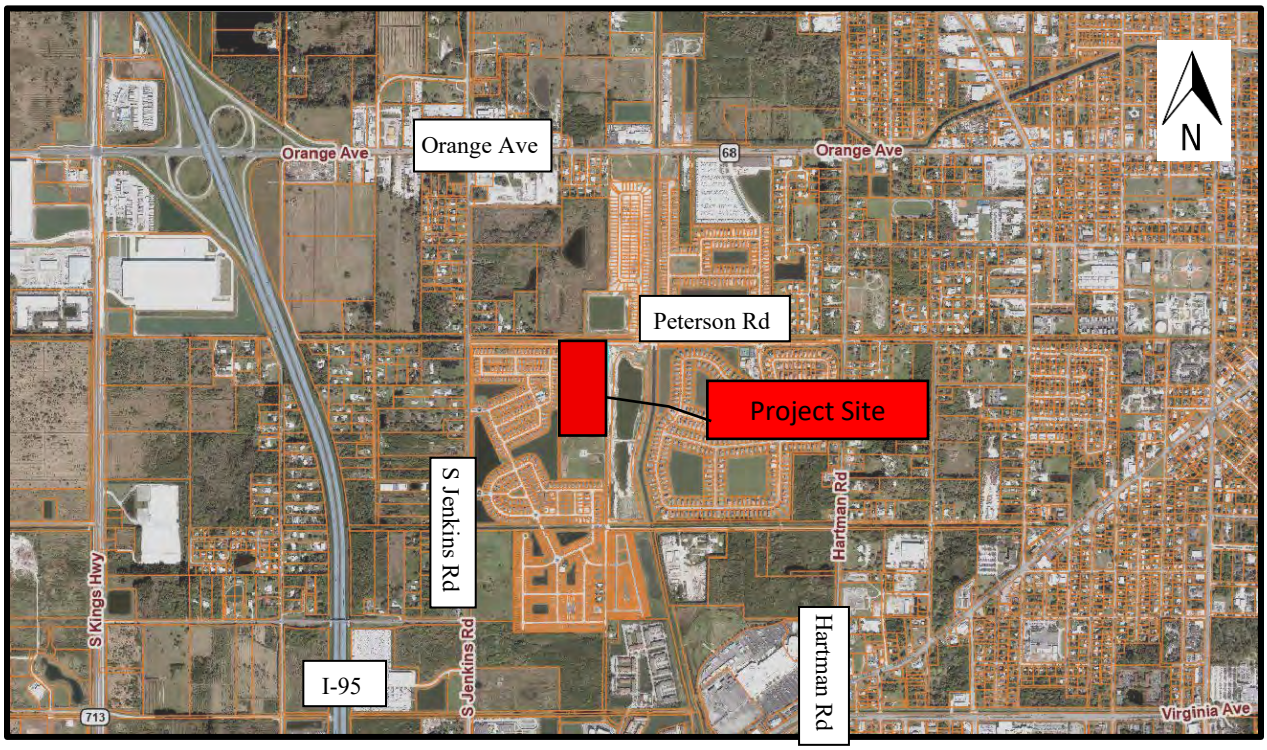
INTRODUCTION

MacKenzie Engineering and Planning, Inc. (MEP) was retained by Haley Ward, Inc. to perform a traffic analysis for Peterson Road PD in Fort Pierce, FL. The proposed property is located at 5125 Peterson Road in Fort Pierce, FL, 34947 (Parcel ID: 2418-212-0001-000-7). The proposed development is to construct 186 Multi-Family (Low-Rise) dwelling units. Figure 1 illustrates the site location. The buildout year is 2030.

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 City of Fort Pierce Public Works Department for review and upon approval will continue with the traffic analysis.

Figure 1 illustrates the proposed development location.

Figure 1: Proposed Site Location



TRIP GENERATION

Trip Generation

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

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

- 1,168 daily, 78 AM peak hour (19 in/59 out), and 97 PM peak hour (60 in/37 out) trips.

Internal Capture Rate

Internal capture is 0.

Pass-by Rate Factor

The pass-by capture is 0.

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. Counts from 2024, 2025, or 2026 will be used.

Procedures for Intersection Analysis

MEP will utilize the software identified in the STIP.

STUDY AREA

Traffic Distribution / Assignment Technique and approach

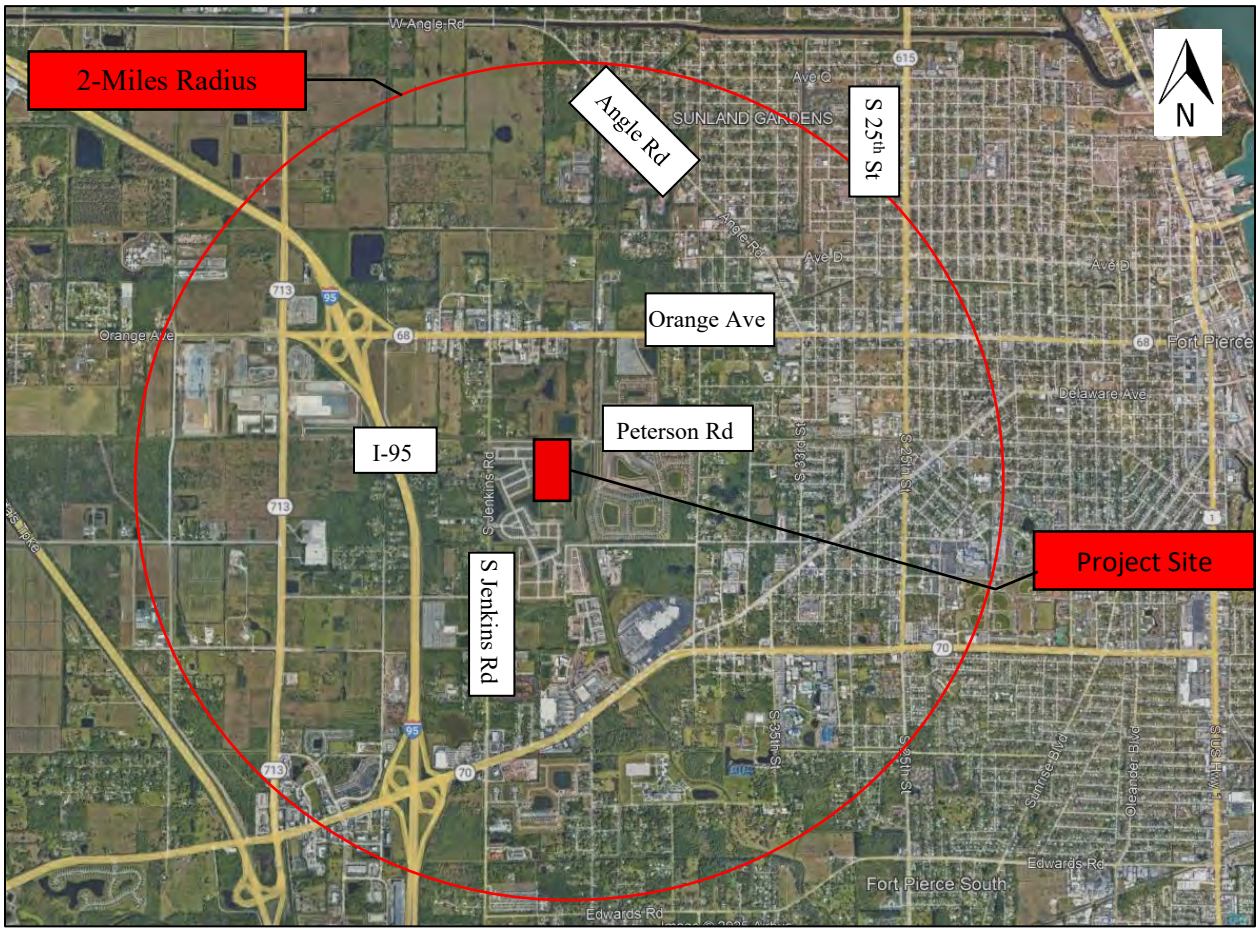
The traffic assignment was developed based a select zone model run of TCRPM 5.1 for the project and adjusted to reflect the project's location. (see Exhibit 3).

Radius of Impact (ROI)

Based on the STIP, Appendix B, the area of influence for transportation concurrency is 2 miles. City of Fort Pierce LDC evaluates concurrency based on the new external daily trips on the surrounding rounds. Figure 2 illustrates the two-mile radius.

In addition, the study will analyze impacted roadways, which are any Major Road Segment on which the peak-hour project traffic consumes more than 1 percent of the roadway capacity within the ROI or 5 (five) percent or more of the existing or committed peak-hour peak direction service capacity (consistent with the STIP) outside the ROI).

Figure 2. Two Miles (2 Mile) Radius Map



Study Intersections

The project will study the following intersections:

1. Peterson Road & S Jenkins Road
2. Peterson Road & Hartman Road
3. Hartman Road & Okeechobee Road

Intersections will be analyzed using the HCM methodology. Right-turns on red, as estimated by Synchro 12, will be utilized in the study.

ROADWAY ANALYSIS

Roadway Analysis

MEP will utilize AM & PM peak hour traffic data for each roadway segment within the study area. 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.

A trip diversion will be included based on the completion of Peterson Road from S Jenkins Road to S 25th Street.

Historical Growth Rate

Historic growth rates were developed based on available FDOT Traffic Online data. The historic annual growth on the surrounding facilities between 2013 and 2024 is 2.2%, and based on the 2015 short-range and 2045 long-range TCRPM models, the historic annual growth on the surrounding facilities is 3.5% Therefore, a conservative growth rate of 3.5% was used for this analysis. Data showing the growth calculations are contained in Exhibit 4.

Service Volume

MEP will utilize the TPO service volumes on all non-state study roadways. State improved or unclassified roads will utilize Service Volumes from FDOT's 2023 Multimodal Quality/Level of Service Handbook.

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 2030 background traffic volumes.

The following approved or nearly approved projects and their traffic were included in the analysis:

The committed project traffic will be calculated by as follows:

- Farrell Communities - Ft. Pierce
- Kings Highway Commerce Center
- Kings Highway Commerce Park

- Creekside (35% Built)
- Millcreek
- Eagle Bend
- Drawdy/Pineapple Grove
- NVR Ryan (Angle Road) (Serenoa)
- Viva West
- Viva East
- Woodspring Suites
- Hillpointe Residential (2100 Jenkins)
- Regatta Apartments
- Waypoint Jenkins
- Celebration Pointe (90% Built)
- Whispering Oaks
- Alan Construction
- 2721 Jenkins Road (Pulte's Cornerstone PUD)
- Orange & I-95 Commerce Center (125,000 SF Built & Operational)
- Hope Commercial (Kings Hwy)
- SF Logistics Center (Built – not generating trips at this time)
- Kings Highway Warehouse (Built – not generating trips at this time)
- St. Lucie Commerce Center (Built)
- Old Dominion Freight Line
- 7-Eleven at Kings/Angle
- Pruitt Commerce Center
- Independence Charter Expansion

Segment Analysis

Should an arterial analysis become necessary, an arterial analysis will be performed using the most current version of Synchro V12. The green times, cycle lengths, and volumes will be provided by St. Lucie County Traffic Timing Data or field-obtained signal timing results.

Signal Warrant Analysis

Should a signal warrant analysis become necessary, a signal warrant analysis will be performed for the Peterson Road & S Jenkins Road intersection.

DRIVEWAY ANALYSIS

Site Access

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

- Proposed Driveway 1 (Peterson Road) – Full Opening

All full openings will be analyzed during AM & PM peak hours. All driveways connected to State or County facilities will be evaluated for turn-lanes.

COMMITTED 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 improvement is identified in the plans to add capacity within the study area:

- Kings Highway (SR 713) – North of Commercial Circle to Indrio Road – 4-Laning – ROW 2027
- Kings Highway (SR 713) – North of I-95 to North of Commercial Circle – 4-Laning - 2031
- SR-68/Orange Avenue from SR-713/Kings Highway to E of SR-9/I-95 SB Ramp – Interchange Improvements – 2029.

APPENDIX

1. Trip Generation

2. Driveway Distribution

3. Assignment Map

4. Growth Rate Calculation
    a. Using FDOT Traffic Data
    b. Using TCRPM 2015 and 2045 Model

5. Significance

6. Treasure Coast Regional Planning Model (TCRPM) - Assignment

7. FDOT's Traffic Data
    a. Annual Average Daily Traffic Report (2024)

8. TCRPM 2015 and 2045 Model – Annual Average Daily Traffic

9. ITE Land Use 220

10. Conceptual Site Plan

Exhibit 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Traffic								
Multi-family Housing (Low-rise)	186 DU	1,168	78	19	59	97	60	37
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		***1,168***	***78***	***19***	***59***	***97***	***60***	***37***
NET CHANGE IN DRIVEWAY VOLUMES		***1,168***	***78***	***19***	***59***	***97***	***60***	***37***

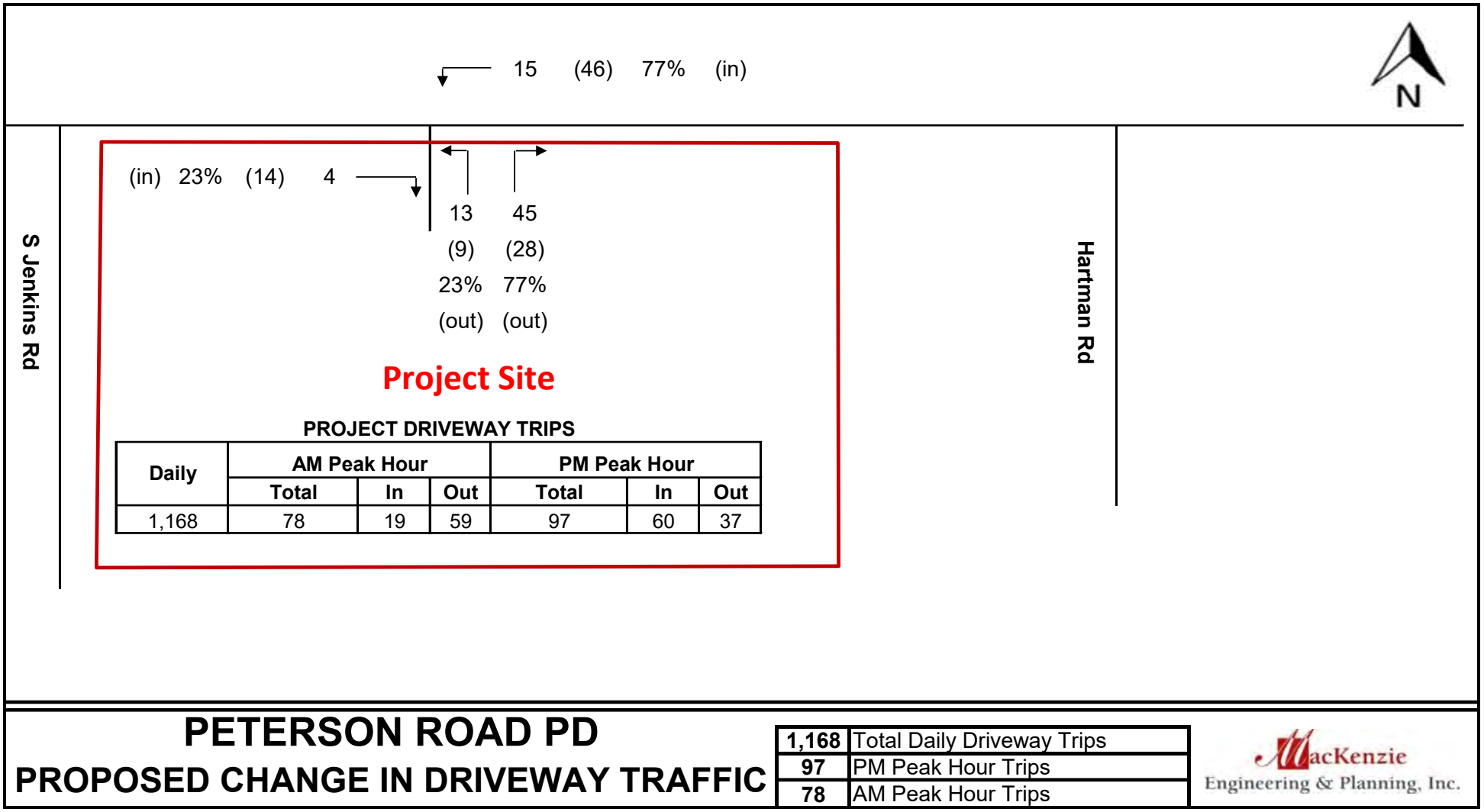
Note: Trip generation was calculated using the following data:

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
Multi-family Housing (Low-rise)	220	DU	T = 5.63(X) + 120.45	0%	24/76	T = 0.35(X) + 12.93	62/38	T = 0.48(X) + 7.35

ITE 12th Edition

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Exhibit 2: Change in Driveway Trips



PROJECT DRIVEWAY TRIPS

Daily	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
1,168	78	19	59	97	60	37

PETERSON ROAD PD
PROPOSED CHANGE IN DRIVEWAY TRAFFIC

1,168	Total Daily Driveway Trips
97	PM Peak Hour Trips
78	AM Peak Hour Trips

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Exhibit 3: Trip Assignment

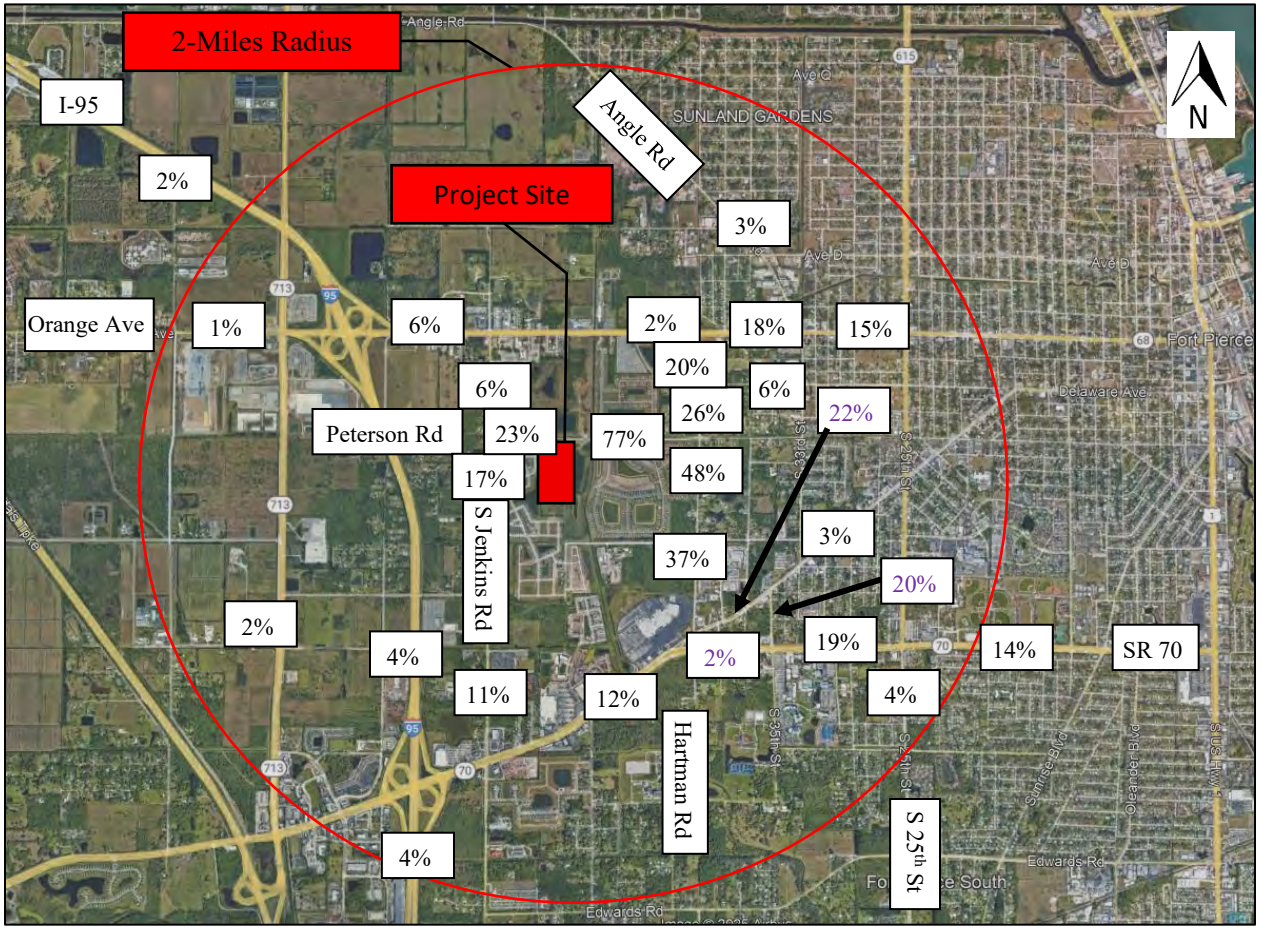


Exhibit 4A: Growth Rate – FDOT Traffic Data

Station	Description	Average Daily Traffic								Annual Absolute Growth	Growth Rate
		2013	2018	2019	2020*	2021	2022	2023	2024		
94-0273	CR 611/JENKINS RD - N. OF SR 70/OKEECHOBEE RD	9,600		9,200						-57	-0.6%
94-0028	SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD	12,400		15,000		18,200	19,100	18,200	19,900	605	3.0%
94-0022	HARTMAN RD - N. OF OKEECHOBEE RD		5,000			6,300			6,600	183	2.8%
94-0742	SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE	27,000	31,500	30,500		35,500	33,500	37,000	39,000	900	2.3%
										Weighted Average	2.2%
* 2020 Data were excluded due to COVID										**Growth Rate Used**	**2.2%**

Exhibit 4B: Growth Rate – TCRPM 2015 and 2045 Model

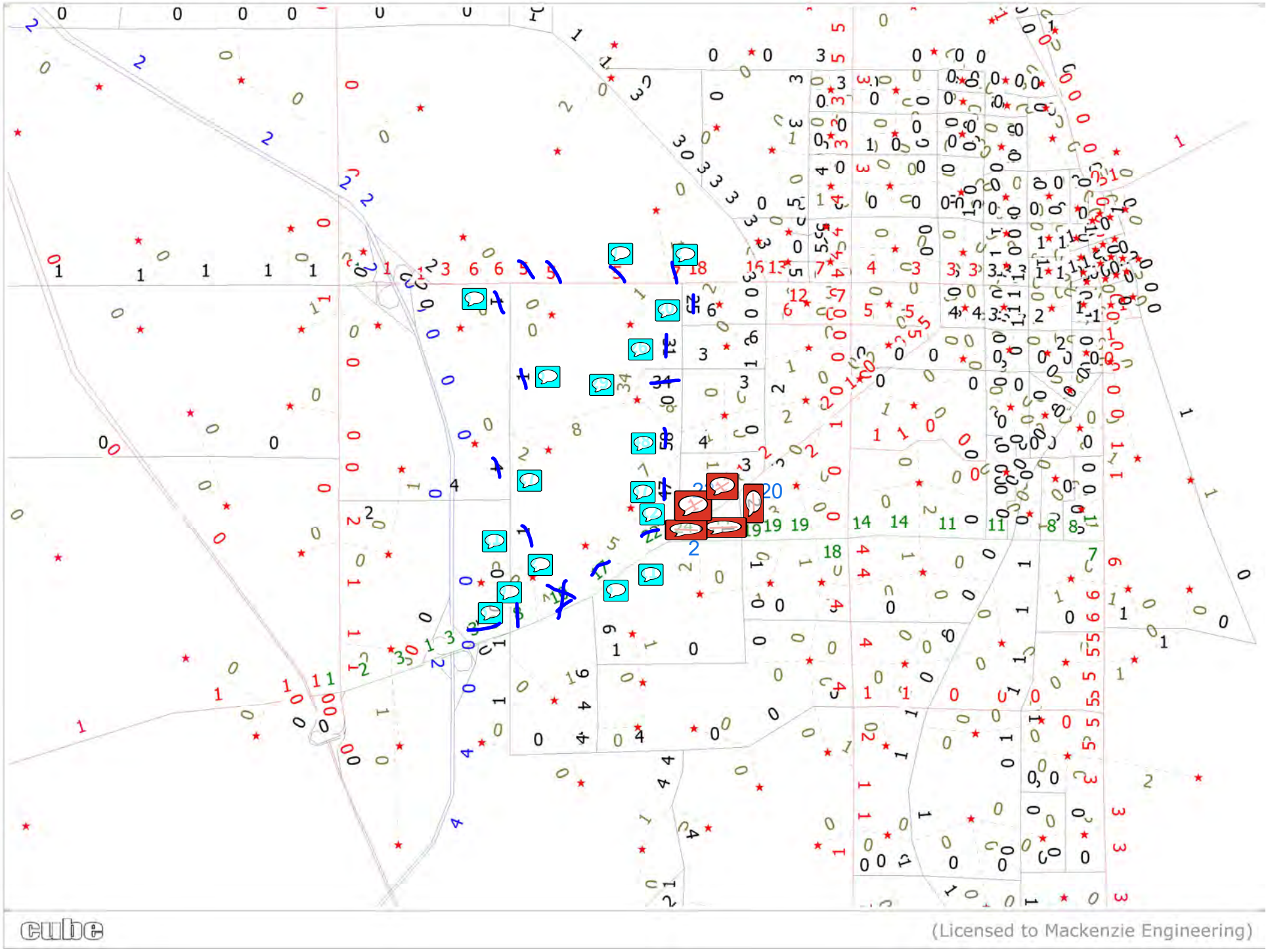
Station	Description	Average Daily Traffic		Compound Growth	Annual Absolute Growth
		2015	2045		
TCRPM	Jenkins Rd - from Orange Ave to Peterson Rd	950	5,979	6.3%	61
	Jenkins Rd - from Peterson Rd to Graham Rd	817	7,736	7.8%	64
	Hartman Rd - from Orange Ave to Peterson Rd	3,735	8,737	2.9%	108
	Hartman Rd - from Peterson Rd to Okeechobee Rd	4,360	9,354	2.6%	113
	Total	**9,862**			**346**
		Growth Rate Used			**3.5%**

Exhibit 5: Significance

Roadway	Segments	E + C Lanes	Roadway Way Capacity	Assign	Project Traffic	Impact	Significant 1%/5%	Significant Impact? (Y/N)
S 33rd St	Okeechobee to Delaware Ave	2	750	0%	0	0.00%	1%	NO
	Delaware Ave to Orange Ave	2	790	2%	1	0.13%	1%	NO
Angle Rd	Orange Ave to Avenue D	2	790	3%	2	0.25%	1%	NO
	Avenue D to Avenue Q	2	540	3%	2	0.37%	1%	NO
	Avenue Q to 53rd St	2	600	1%	1	0.17%	5%	NO
Avenue D	Angle Rd to 29th St	2	600	0%	0	0.00%	1%	NO
Avenue Q	Angle Rd to 25th St	2	750	0%	0	0.00%	1%	NO
Jenkins Road	Edwards Rd to Okeechobee Rd	2	880	1%	1	0.11%	1%	NO
	Okeechobee Rd to Graham Rd	2	920	11%	7	0.76%	1%	NO
	Graham Rd to Peterson Rd	2	630	17%	10	1.59%	1%	**YES**
	Peterson Rd to Orange Ave	2	920	6%	4	0.43%	1%	NO
	Orange Ave to Fort Jognson Rd/ N Jenkins Rd (1)	2	1,070	0%	0	0.00%	1%	NO
Kings Hwy	Angle Rd to Orange Ave (1)	4	1,810	0%	0	0.00%	1%	NO
	Orange Ave to SR 70 (1)	4	1,810	2%	1	0.06%	1%	NO
Orange Ave	Campbell Rd to Kings Hwy	2	1,070	1%	1	0.09%	1%	NO
	Kings Hwy to I-95 (1)	4	1,810	1%	1	0.06%	1%	NO
	I-95 to Jenkins Rd (1)	4	1,810	6%	4	0.22%	1%	NO
	Jenkins Rd to Hartman Rd (1)	4	1,810	2%	1	0.06%	1%	NO
	Hartman Rd To Angle Rd (2)	4	1,790	18%	11	0.61%	1%	NO
	Angle Rd to 25th St (2)	4	1,790	15%	9	0.50%	1%	NO
	25th St to US 1 (2)	4	1,790	4%	2	0.11%	1%	NO
Okeechobee Rd	Florida's Turnpike to Kings Hwy (1)	4	1,810	1%	1	0.06%	1%	NO
	Kings Hwy to Crossroads Pkwy (1)	6	2,680	2%	1	0.04%	1%	NO
	Crossroad Pkwy to I-95 (1)	6	2,680	3%	2	0.07%	1%	NO
	I-95 to Jenkins Rd (1)	6	2,680	8%	5	0.19%	1%	NO
	Jenkins Rd to Mcneil Rd (1)	6	2,680	0%	0	0.00%	1%	NO
	Mcneil Rd to Virginia Ave (1)	6	2,680	12%	7	0.26%	1%	NO
	Viginia Ave to Hartman Rd	4	2,100	23%	14	0.67%	1%	NO
	Hartman Rd To 35th St	4	1,630	2%	1	0.06%	1%	NO
	35th St to 33rd St	4	1,630	1%	1	0.06%	1%	NO
	33rd St to 25th St	4	1,630	0%	0	0.00%	1%	NO
	25th St to Georgia Ave	4	1,630	5%	3	0.18%	1%	NO
	Georgia Ave to Delaware Ave	4	1,710	4%	2	0.12%	5%	NO
Virginia Ave	Okeechobee Rd to Hartman Rd (2)	6	2,810	2%	1	0.04%	1%	NO
	Hartman Rd To 35th St (2)	6	2,810	2%	1	0.04%	1%	NO
	35th St to 25th St (2)	6	2,810	19%	11	0.39%	1%	NO
	25th St to 13th St (6)	6	2,730	14%	8	0.29%	1%	NO
	13th ST to 11th St (6)	6	2,730	11%	7	0.26%	5%	NO
Hartman Rd	Virginia Ave to Okeechobee Rd (6)	2	1,110	0%	0	0.00%	1%	NO
	Okeechobee Rd to Peterson Rd	2	750	48%	29	3.87%	1%	**YES**
	Peterson Rd to Delaware Ave	2	540	29%	17	3.15%	1%	**YES**
	Delaware Ave to Orange Ave	2	790	26%	16	2.03%	1%	**YES**
Peterson Rd	S Jenkins Rd to Project Driveway	2	540	23%	14	2.59%	1%	**YES**
	Project Driveway to Hartman Rd	2	540	77%	46	8.52%	1%	**YES**
	Hartman Rd To S 33rd St (6)	2	1,110	3%	2	0.18%	1%	NO
25th Street	Edwards Rd to Cortez Blvd	4	2,000	4%	2	0.10%	5%	NO
	Cortez Blvd to Virgina Ave	4	2,000	4%	2	0.10%	1%	NO
	Virginia Ave to Nebraska Ave	4	2,000	4%	2	0.10%	1%	NO
	Nebraska Ave to Okeechobee Rd	4	2,000	4%	2	0.10%	1%	NO
	Okeechobee Rd to Gerogia Ave	4	1,630	1%	1	0.06%	1%	NO
	Georgia Ave to Delaware Ave	4	1,630	1%	1	0.06%	1%	NO
	Delaware Ave to Orange Ave	4	1,630	0%	0	0.00%	1%	NO
	Orange Ave to Avenue D	4	1,630	4%	2	0.12%	1%	NO
	Avenue D to Avenue Q	4	1,630	4%	2	0.12%	1%	NO
	Avenue Q to Juanita Ave	4	2,000	3%	2	0.10%	5%	NO
35th St	Okeechobee Rd to Virginia Ave	2	750	20%	12	1.60%	1%	**YES**
	Virginia Ave to Cortez Blvd	2	790	1%	1	0.13%	1%	NO
	Cortez Blvd to Kirby Loop Rd	2	540	0%	0	0.00%	1%	NO
I-95	Indrio Rd to Orange Ave (5)	8	7,440	2.0%	1	0.01%	1%	NO
	Orange Ave to Okeechobee Rd (4)	8	8,090	4%	2	0.02%	1%	NO
	Okeechobee Rd to Crosstown Pkwy (4)	8	8,090	4%	2	0.02%	1%	NO

(1) Capacity based on C3C area type (LOS D)
(2) Capacity based on C4 area type (LOS D)
(3) Capacity based on C2 area type (LOS D)
(4) Capacity based on LA Urbanized area type
(5) Capacity based on LA Transitioning area type
(6) Capacity based on C3R area type (LOS D)

Exhibit 6



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

Exhibit 7

COUNTY: 94 - ST.LUCIE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	8800 V	N 4400	S 4400	9.00	51.10	8.20
2023	8800 R	N 4400	S 4400	9.00	51.60	7.10
2022	8600 T	N 4300	S 4300	9.00	51.40	5.00
2021	8600 S	N 4300	S 4300	9.00	50.90	7.20
2020	8800 F	N 4400	S 4400	9.00	51.30	31.50
2019	9200 C	N 4600	S 4600	9.00	51.00	7.80
2018	10000 V	N 4400	S 5600	9.00	51.30	5.80
2017	9900 R	N 4400	S 5500	9.00	50.90	10.00
2016	9700 T	N 4300	S 5400	9.00	50.90	6.20
2015	9600 S	N 4300	S 5300	9.00	51.00	41.80
2014	9600 F	N 4300	S 5300	9.00	50.80	49.50
2013	9600 C	N 4300	S 5300	9.00	50.80	11.90
2012	7100 S	N 3600	S 3500	9.00	56.80	4.80
2011	7100 F	N 3600	S 3500	9.00	57.20	4.80
2010	7100 C	N 3600	S 3500	10.32	55.40	4.80
2009	8500 C	N 4200	S 4300	10.27	57.35	10.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0028 - SR 68/ORANGE AVE - E OF CR 611/B JENKINS RD (COUNTY 28)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	19900 C	E 9900	W 10000	9.00	51.10	15.50
2023	18200 C	E 9000	W 9200	9.00	51.60	15.50
2022	19100 C	E 9300	W 9800	9.00	51.40	15.50
2021	18200 C	E 9200	W 9000	9.00	50.90	11.10
2020	14400 F	E 6700	W 7700	9.00	51.30	11.10
2019	15000 C	E 7000	W 8000	9.00	51.00	11.10
2018	15900 C	E 7700	W 8200	9.00	51.30	7.70
2017	12100 C	E 6000	W 6100	9.00	50.90	7.70
2016	15600 C	E 7700	W 7900	9.00	50.90	7.70
2015	13800 C	E 6900	W 6900	9.00	51.00	10.30
2014	12800 C	E 6400	W 6400	9.00	50.80	9.20
2013	12400 C	E 6300	W 6100	9.00	50.80	17.20
2012	12700 C	E 6400	W 6300	9.00	56.80	10.30
2011	11100 C	E 5500	W 5600	9.00	57.20	10.30
2010	12300 C	E 6200	W 6100	10.32	55.40	10.30
2009	11400 C	E 5700	W 5700	10.27	57.35	9.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0022 - HARTMAN RD - N. OF OKEECHOBEE RD.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	6600 C	N 3200	S 3400	9.00	51.10	11.10
2023	6500 S	N 3100	S 3400	9.00	51.60	9.40
2022	6300 F	N 3000	S 3300	9.00	51.40	9.40
2021	6300 C	N 3000	S 3300	9.00	50.90	9.40
2020	4700 C	N 2000	S 2700	9.00	51.30	12.50
2019	5000 F	N 2500	S 2500	9.00	51.00	3.80
2018	5000 C	N 2500	S 2500	9.00	51.30	3.80
2017	4900 S	N 3400	S 1500	9.00	50.90	3.30
2016	4800 F	N 3300	S 1500	9.00	50.90	3.30
2015	4800 C	N 3300	S 1500	9.00	51.00	3.30
2014	4600 S			9.00	50.80	49.50
2013	4600 F	0	0	9.00	50.80	11.90
2012	4600 C	N 0	S 0	9.00	56.80	7.10

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

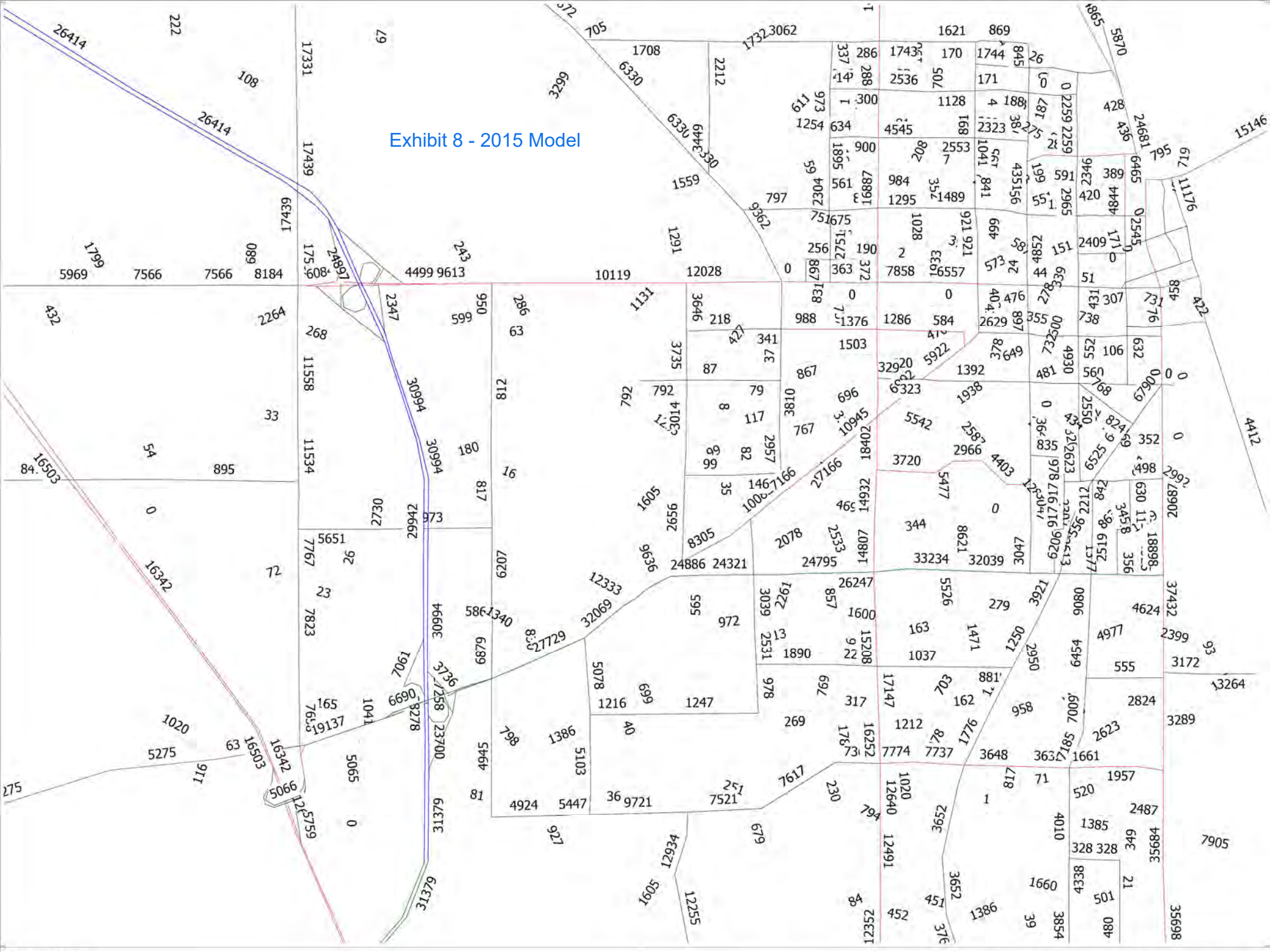
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0742 - SR 70/OKEECHOBEE RD - SW OF SR 70/VIRGINIA AVE (COUNTY 742)

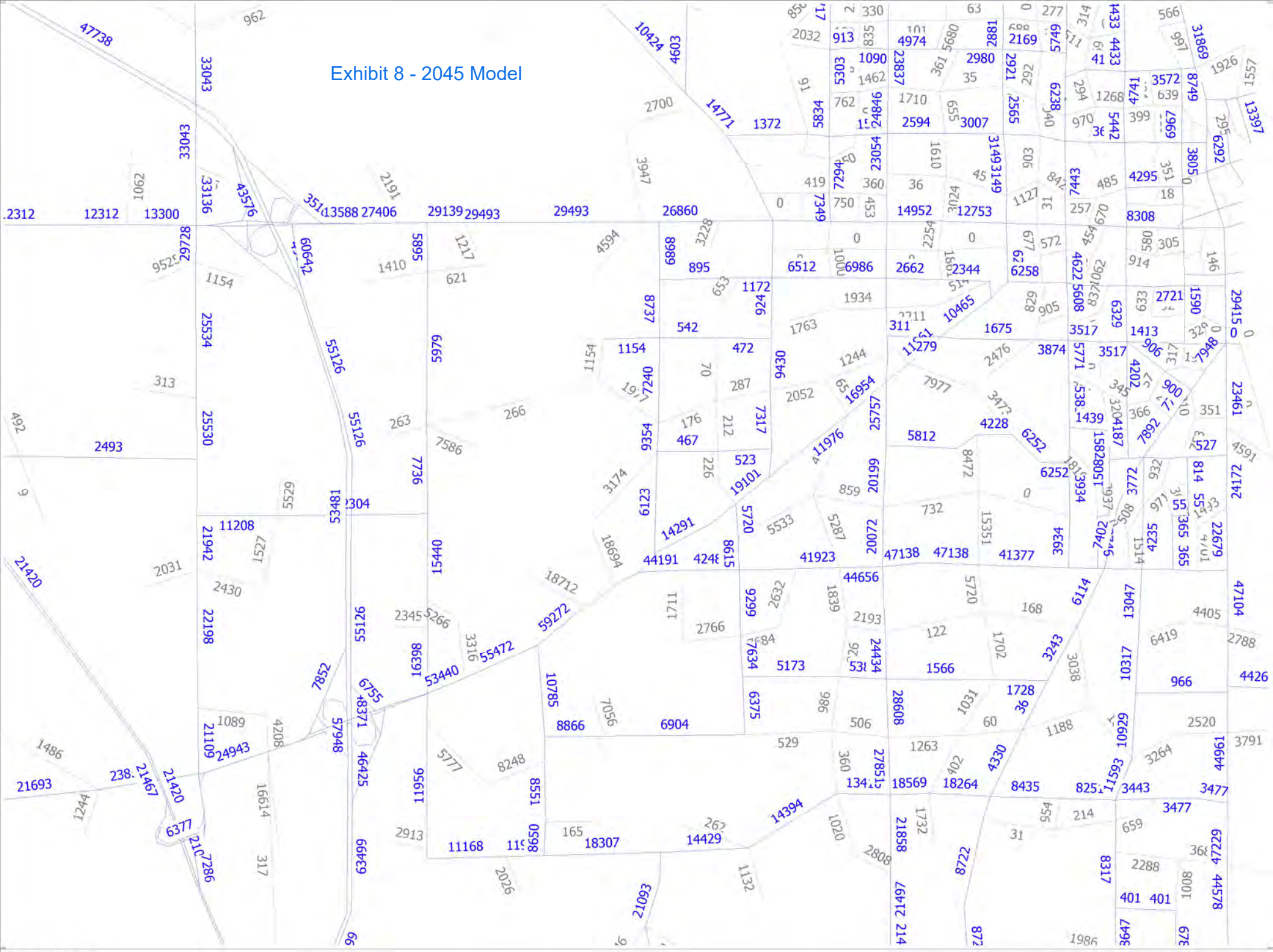
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	39000 C	E 19500	W 19500	9.00	51.10	6.40
2023	37000 C	E 19000	W 18000	9.00	51.60	11.40
2022	33500 C	E 17000	W 16500	9.00	51.40	11.40
2021	35500 C	E 18500	W 17000	9.00	50.90	11.40
2020	29500 F	E 14000	W 15500	9.00	51.30	4.60
2019	30500 C	E 14500	W 16000	9.00	51.00	4.60
2018	31500 C	E 16500	W 15000	9.00	51.30	4.60
2017	31500 C	E 15500	W 16000	9.00	50.90	12.00
2016	26000 C	E 15500	W 10500	9.00	50.90	12.00
2015	26500 C	E 11500	W 15000	9.00	51.00	12.00
2014	30000 C	E 15000	W 15000	9.00	50.80	6.10
2013	27000 C	E 12500	W 14500	9.00	50.80	3.80
2012	33000 C	E 16500	W 16500	9.00	56.80	3.80

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



cube

(Licensed to Mackenzie Engineering)



(Licensed to Mackenzie Engineering)

Exhibit 9

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing is a residential building with two or three floors (levels) of residences. Various configurations fit this description, including the following:

- Walk-up apartment or multiplex—access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway.
- Mansion apartment with several dwelling units within what appears from the outside to be a single-family dwelling unit.
- Stacked townhouse designed to match the external appearance of a townhouse, but which has dwelling units that share both floors and walls and with access through a central entry and stairway.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there was an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Delaware, Florida, Illinois, Maine, Massachusetts, Minnesota, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, and Washington.

Source Numbers

357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076, 1219, 1236, 1265, 1267

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

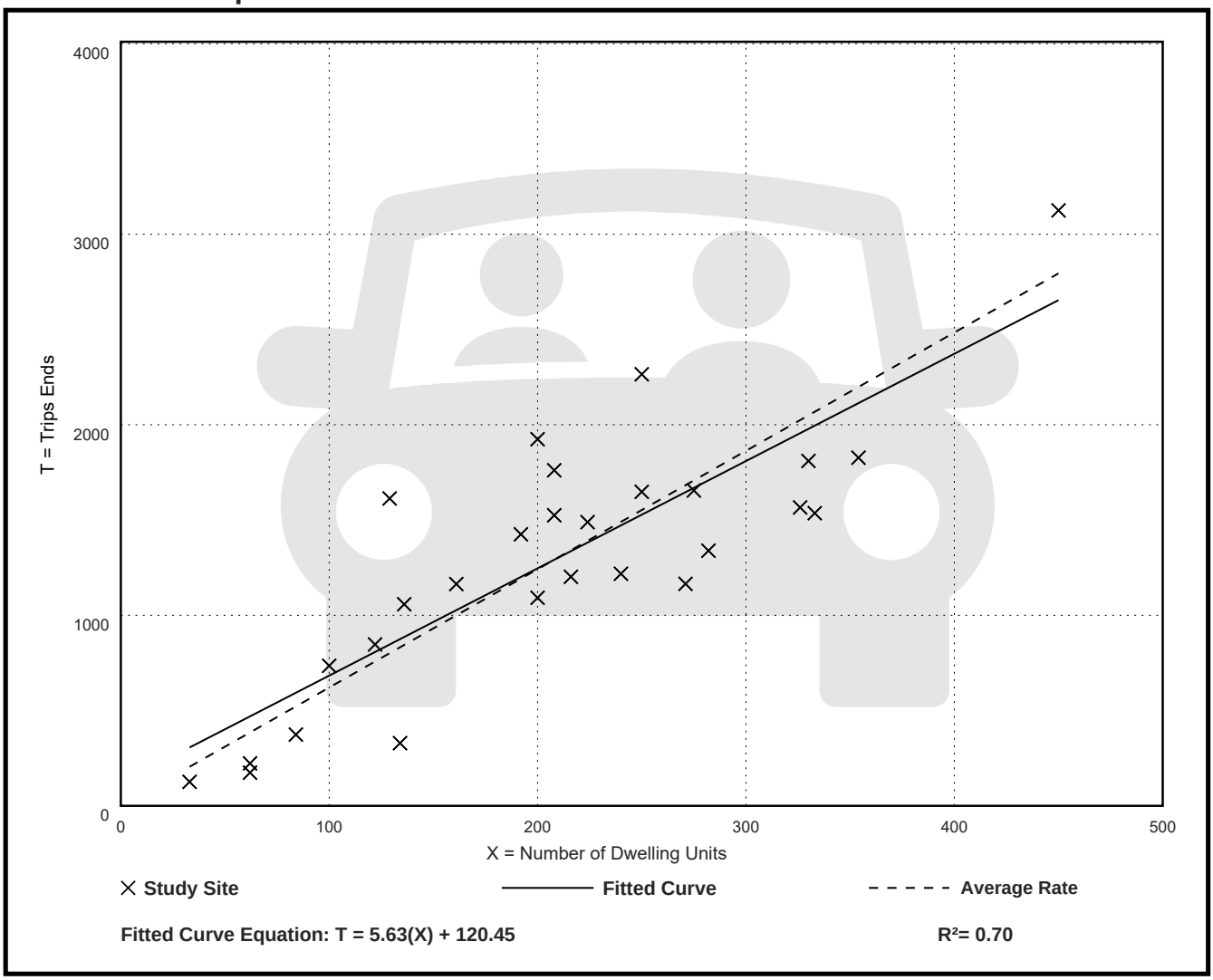
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



Fitted Curve Equation: T = 5.63(X) + 120.45

R^2= 0.70

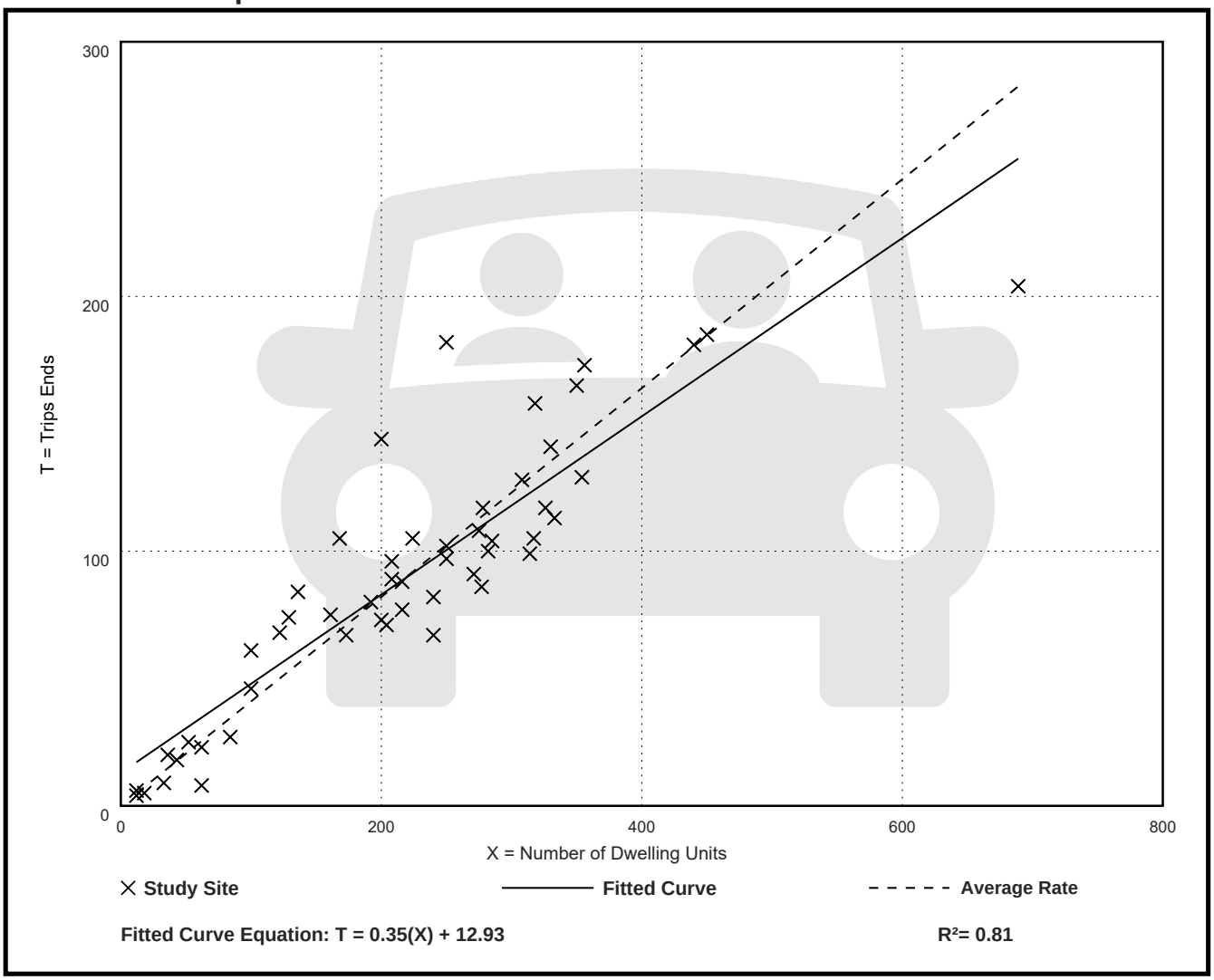
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	51
Avg. Num. of Dwelling Units:	219
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



Fitted Curve Equation: T = 0.35(X) + 12.93

R^2= 0.81

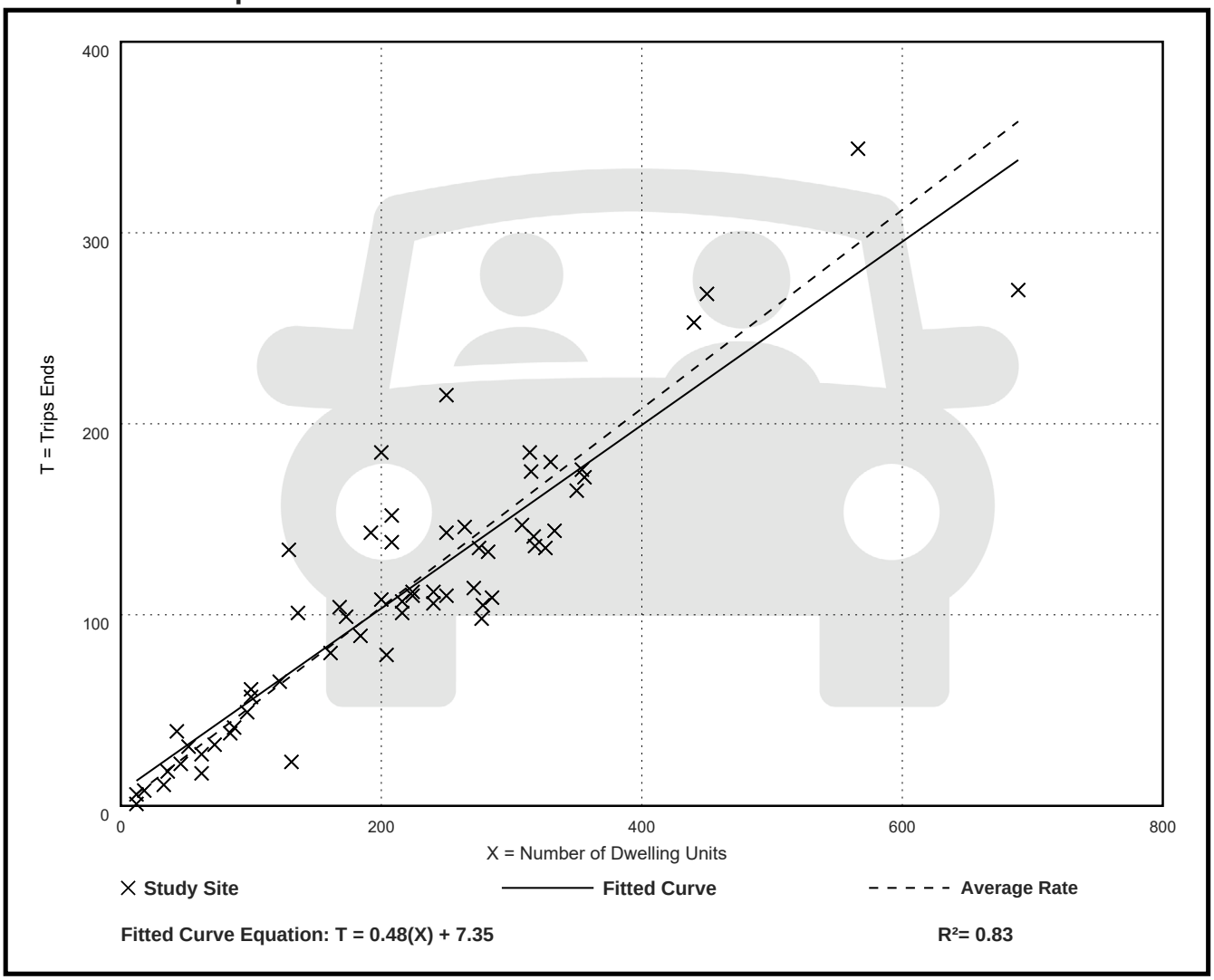
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	61
Avg. Num. of Dwelling Units:	215
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

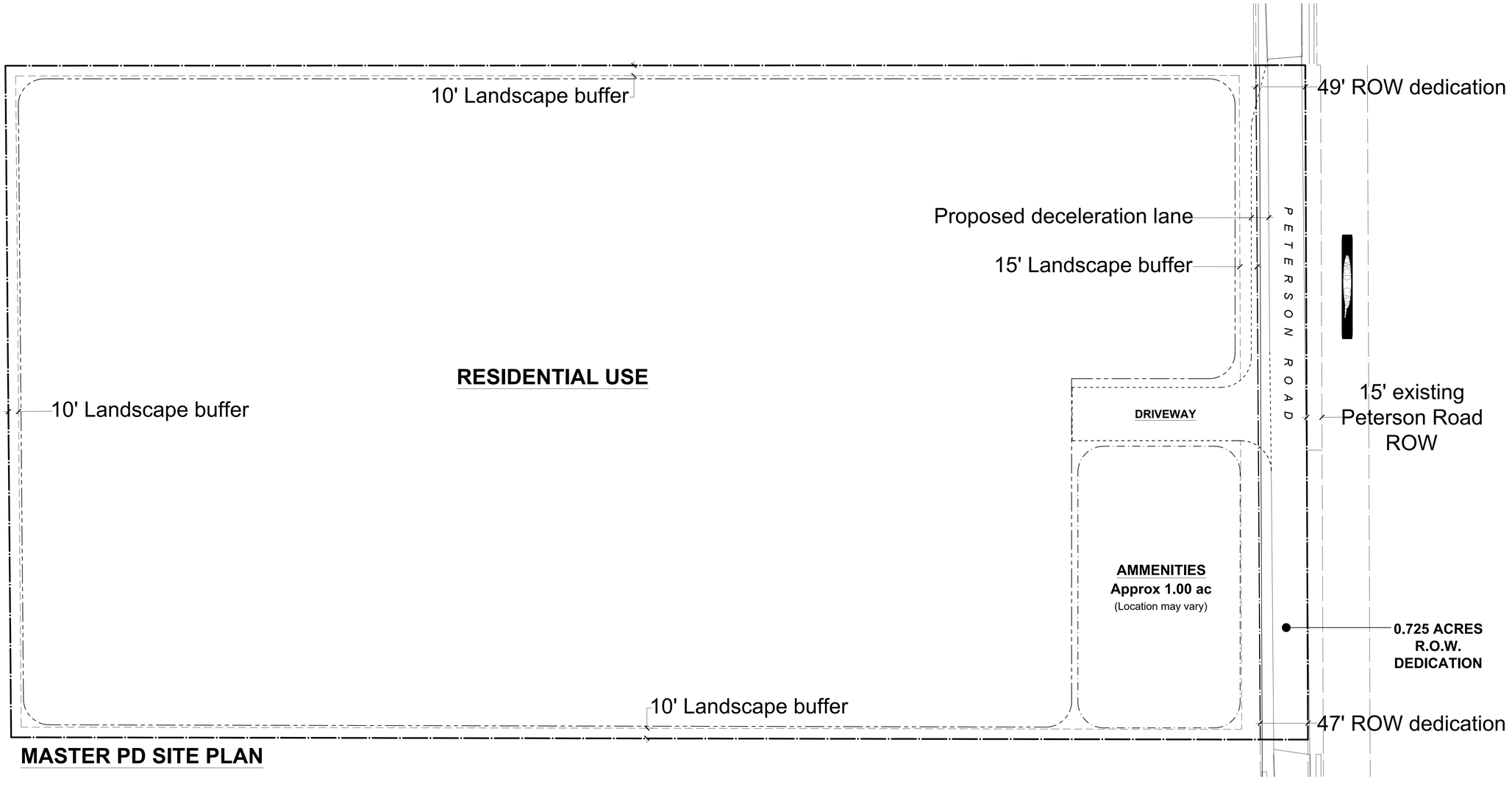
Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation



Fitted Curve Equation: T = 0.48(X) + 7.35

R^2= 0.83



MASTER PD SITE PLAN

LEGEND

- Existing Subject Boundary line
- Proposed Boundary line
- Other properties' boundary line
- Proposed Landscape Buffer
- Proposed Driveway
- Proposed Residential Use
- Proposed Amenity Uses

PETERSON ROAD DEVELOPMENT REQUIREMENTS

Type	Maximum Density	Minimum Lot Size	Minimum Lot Width	Minimum Lot Depth	MInimum Yard				Maximum Building Height	Maximum Lot Coverage
					Front	Side	Side (Corner)	Rear		
Single-Family Detached	10 du/ac	5,000 sf	60'	80'	25'	10'	15'	20'	30'	50%
Duplex	10 du/ac	4,000 sf	50'	80'	25'	10'	15'	20'	30'	50%
Townhomes	10 du/ac	1,500 sf	min. 18' max. 24'	80'	10'	internal 0' end 10'	10'	15'	30'	60%

LANDSCAPE BUFFER 10' wide adjacent to other properties
15' wide adjacent to R.O.W.
DENSITY: Maximum density of 10 dwelling units per acre.
PARKING: Two spaces per dwelling unit shall be provided for townhome units.

NOTES:

1. In any instance where a development criteria is not addressed above, the lots will follow the R-4 zoning uses within City Code 125-194.
2. Allowed uses to match R-4 zoning in the 'Use table' in City Code 125-187.
3. Height is measured from grade.
4. Principle/Main structures to have the rear yards from the table above. Accessory structures to have a 2' rear yard setback.
5. Minimum building separation is 20'.
6. Minimum of one sidewalk should connect to each lot.
7. Duplex units allowed to be attached on two separate lots.

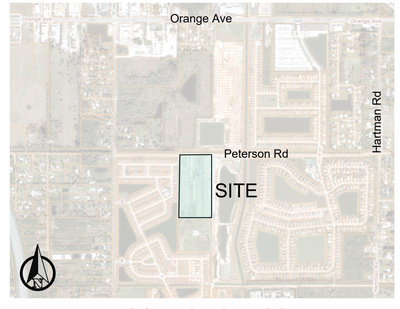
SITE DATA

1. Project Name:	Peterson Road PD
2. Sec/Town/Range:	18/35S/40E
2. Parcel ID:	2418-212-0001-000-7
3. Parcel Address:	5125 Peterson Road
4. Owner:	EDIBLE COMMODITIES LLC 5125 Peterson RD Fort Pierce, FL 34947-1312
5. Agent:	Redtail Design Group 100 S. 2nd Street Fort Pierce, FL 34950
6. Existing Future Land Use:	Medium Density Residential (RL)
7. Existing Zoning:	Residential single-family (E-3)
8. Proposed Zoning:	Planned Development (PD)
9. Acreage:	
	DEVELOPMENT AREA: 18.637 acres
	R.O.W.DEDICATION: 0.725 acres
	TOTAL: 19.362 acres

0 50' 100'
1" = 50'

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FORT PIERCE, FLORIDA 34950
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LOCATION (N.T.S.)

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REDTAIL DG
100 S. 2nd Street
Fort Pierce, FL 34950

TM DESIGNED BY
VP DRAWN BY
1" = 50' SCALE
08/01/2025 DATE

REVISION COMMENTS
DATE

PETERSON ROAD PD
Master PD Site Plan
Fort Pierce Florida

25-325-3

SHEET 01 OF 01

PETERSON ROAD - Site Plan - Jun 03 2025.dwg

Appendix B. AM Committed Trips

| Roadway | Segment | E + C Lanes | Farrell Communities | | Kings Hwy Commerce Center | | Kings Hwy Commerce Park | | Creekside | | Millcreek | | Eagle Bend | | Drawdy/Pineapple Grove | | NVR Ryan | | Viva West | | Viva East | | Woodspring Suites | | Hillpointe | | Regatta | | Waypoint Jenkins | | Celebration Pointe | | Whispering Oaks | | Alan Construction | | 2721 Jenkins Rd / Avalon Crossing | | Orange & I-95 Commerce Center Parcels D & E | | Hope Commercial | | SF Logistics Center | | Kings Hwy Warehouse | | ODFL | | 7-Eleven at Kings/ Angle | | Pruitt Commerce Center | | Independence Charter | | Committed | | Maximum Committed |
|---|---|---

Appendix B. AM Committed Trips

Roadway	Segment	E + C Lanes	Farrell Communities		Kings Hwy Commerce Center		Kings Hwy Commerce Park		Creekside		Millcreek		Eagle Bend		Drawdy/Pineapple Grove		NVR Ryan		Viva West		Viva East		Woodspring Suites		Hillpointe		Regatta		Waypoint Jenkins		Celebration Pointe		Whispering Oaks		Alan Construction		2721 Jenkins Rd / Avalon Crossing		Orange & I-95 Commerce Center Parcels D & E		Hope Commercial		SF Logistics Center		Kings Hwy Warehouse		ODFL		7-Eleven at Kings/ Angle		Pruitt Commerce Center		Independence Charter		Committed		Maximum Committed
			EB/NB	WB/S	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/S	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/N	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/S	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	
Hartman Rd	Okeechobee Rd to Peterson Rd	2	0	0	0	0	0	0	0	0	0	0	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	16	
	Peterson Rd to Delaware Ave	2											37	22																																								37	22	
	Delaware Ave to Orange Ave	2											37	22																																								37	22	
Peterson Rd	S Jenkins Rd to Project Driveway	2			2	1	11	3																																	3	1												16	5	
	Project Driveway to Hartman Rd	2																																																		0	0	

FARRELL COMMUNITIES - FT. PIERCE

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

APPENDIX B

FARRELL COMMUNITIES

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**

SIMMONS & WHITE

TABLE 5
PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2025 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 116
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 74

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
940025	OKEECHOBEE ROAD	MCCARTY ROAD	FLORIDA TURNPIKE	5%	6	4D	3240	0.19%	NO
940025	OKEECHOBEE ROAD	FLORIDA TURNPIKE	KINGS HIGHWAY	5%	6	4D	2100	0.29%	NO
940748	OKEECHOBEE ROAD	KINGS HIGHWAY	CROSSROADS PARKWAY	40%	46	6D	4240	1.08%	YES
940106	OKEECHOBEE ROAD	CROSSROADS PARKWAY	I-95	40%	46	6D	4240	1.08%	YES
940029	OKEECHOBEE ROAD	I-95	MCNEIL ROAD	25%	29	6D	4040	0.72%	NO
940742	OKEECHOBEE ROAD	MCNEIL ROAD	VIRGINIA AVENUE	20%	23	4D	3170	0.73%	NO
688	OKEECHOBEE ROAD	VIRGINIA AVENUE	25TH STREET	7%	8	4D	1630	0.49%	NO
940030	VIRGINIA AVENUE	OKEECHOBEE ROAD	25TH STREET	8%	9	6D	3020	0.30%	NO
		SITE	ORANGE AVENUE	40%	46	4D			
		ORANGE AVENUE	ANGLE ROAD	5%	6	2			
174	EDWARDS ROAD	JENKINS ROAD	SELVITZ ROAD	5%	4	2	700	0.57%	NO
682	MCNEIL ROAD	OKEECHOBEE ROAD	EDWARDS ROAD	5%	6	2	790	0.76%	NO
		CAMPBELL ROAD	KINGS HIGHWAY	5%	6	2			
		KINGS HIGHWAY	I-95	30%	35	4D			
941902	I-95	MIDWAY ROAD	OKEECHOBEE ROAD	10%	12	6X	4580	0.26%	NO
941903	I-95	OKEECHOBEE ROAD	ORANGE AVENUE	5%	6	8X	7320	0.08%	NO
941905	I-95	ORANGE AVENUE	INDRIO ROAD	10%	12	8X	7320	0.16%	NO
N/A	FLORIDA TURNPIKE	NORTH COUNTY LINE	OKEECHOBEE ROAD	5%	6	4X	3020	0.20%	NO
N/A	FLORIDA TURNPIKE	OKEECHOBEE ROAD	PORT ST. LUCIE BOULEVARD	10%	12	4X	3020	0.40%	NO

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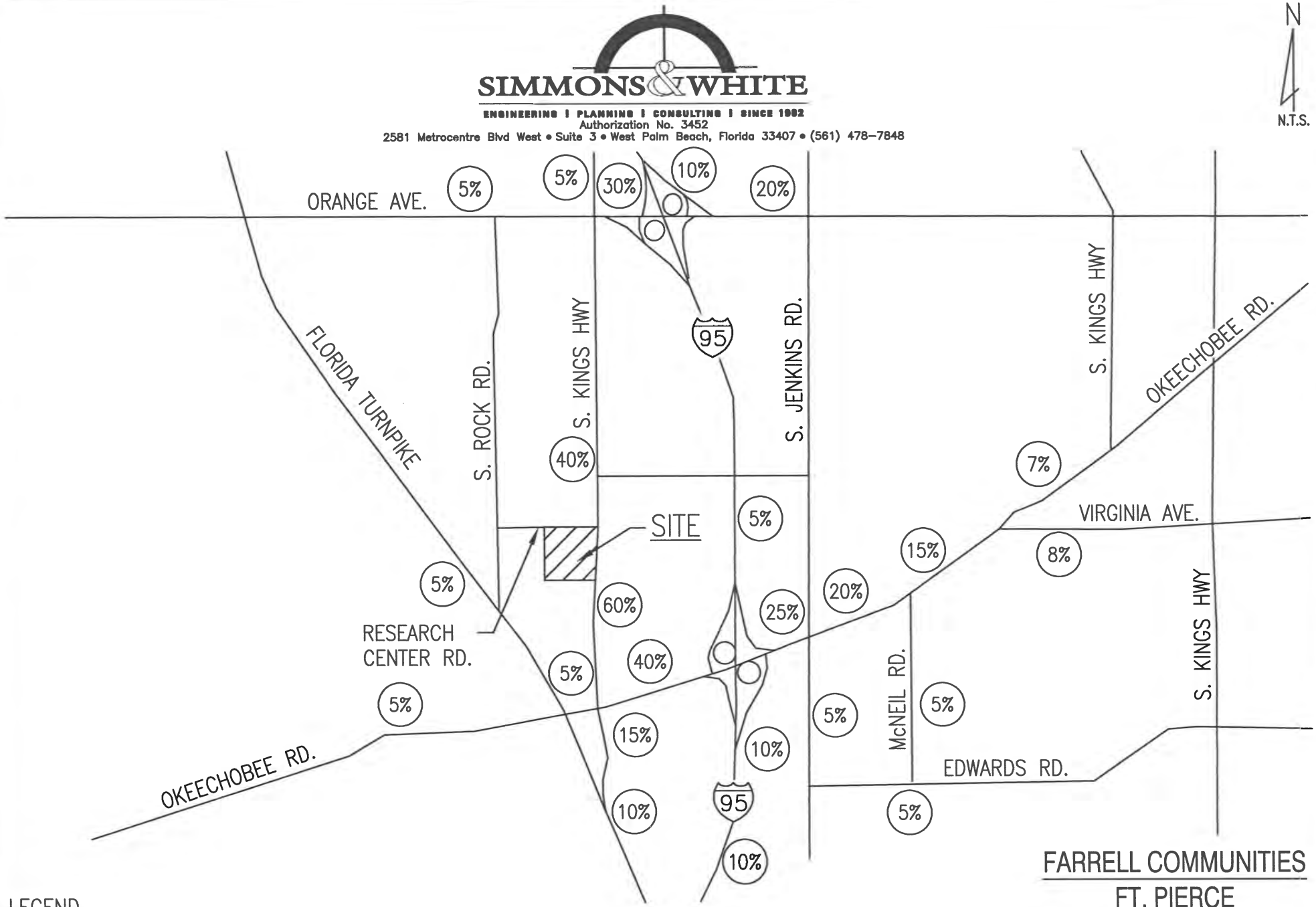


FIGURE 1
PROJECT DISTRIBUTION

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

Table 1 - Trip Generation - White Parcel

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	Ln(T) = 0.97Ln(X) + 2.50	50%	50%	165	165	330
Warehousing	150	412,000	Sft	T = 1.58(X) + 45.54	50%	50%	349	348	697
TOTALS							**514**	**513**	**1,027**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	T = 0.94(X) + 26.49	86%	14%	47	8	55
Warehousing	150	412,000	Sft	T = 0.17(X)	77%	23%	54	16	70
TOTALS							**101**	**24**	**125**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	30,000	Sft	Ln(T) = 0.95Ln(X) + 0.36	16%	84%	6	30	36
Warehousing	150	412,000	Sft	T = 0.19(X)	27%	73%	21	57	78
TOTALS							**27**	**87**	**114**

Source: ITE 10th Edition Trip Generation Rates

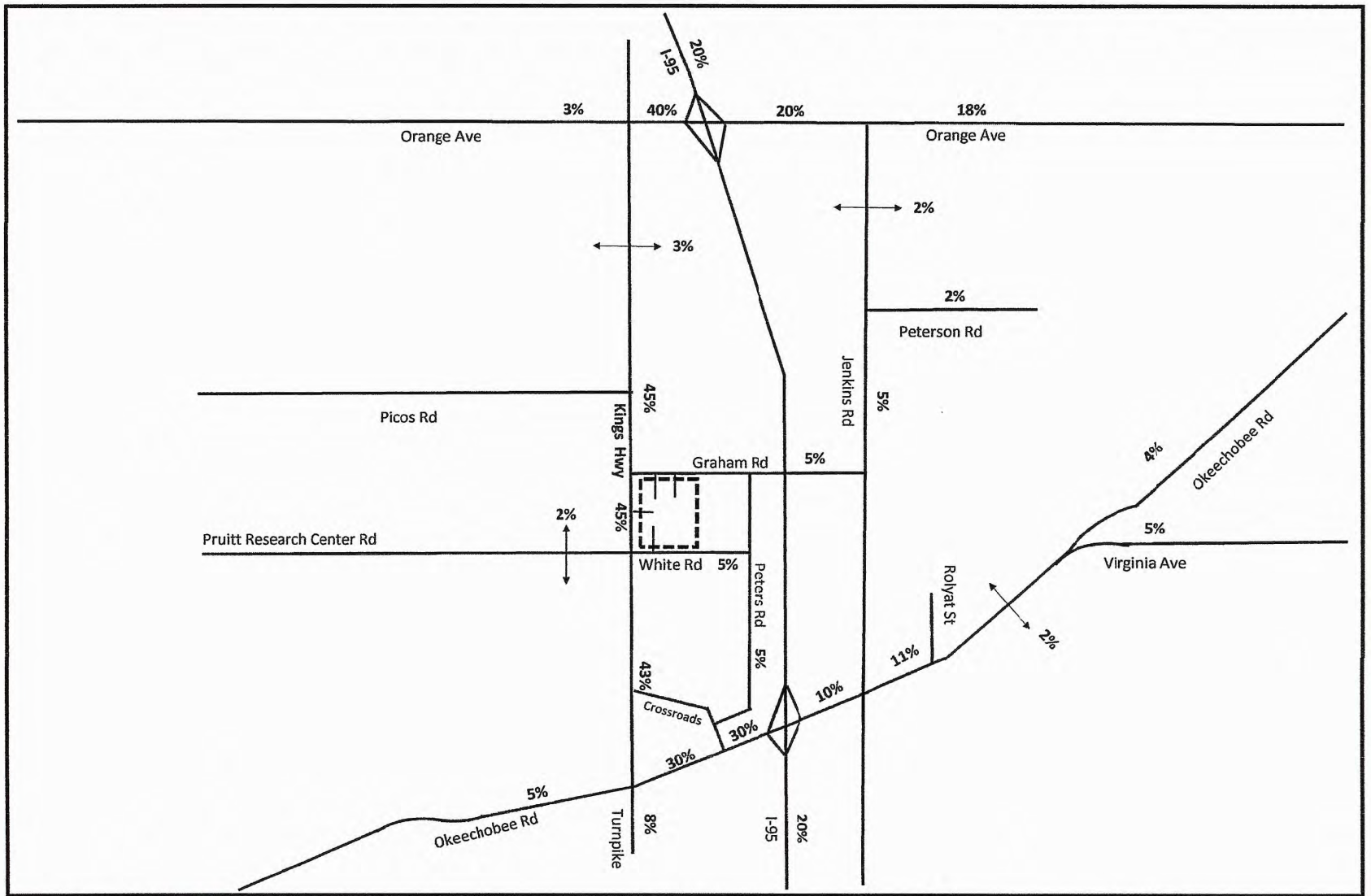

I-95
20%
3%
40%
20%
18%
Orange Ave
Orange Ave
2%
3%
2%
Peterson Rd
Jenkins Rd
5%
Picos Rd
45%
Kings Hwy
Graham Rd
5%
4%
Okeechobee Rd
45%
2%
Pruitt Research Center Rd
White Rd
5%
Peters Rd
5%
5%
Virginia Ave
Rolyat St
11%
2%
43%
Crossroads
30%
10%
30%
5%
Okeechobee Rd
Turnpike
8%
I-95
20%
Legend
= Project Location
Figure 2
Percent Assignment
Kings Highway Commerce Center
O'ROURKE
ENGINEERING & PLANNING
NTS
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR22061.0
Date: 9.9.2022

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
Peters Rd	Crossroads Pkwy	White Rd	NB	IN	NO	920	5	0.54%	5%
	Crossroads Pkwy	White Rd	SB	OUT	NO	920	1	0.11%	5%
	White Rd	Graham Rd	NB	OUT	NO	920	1	0.11%	5%
	White Rd	Graham Rd	SB	IN	NO	920	5	0.54%	5%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	1800	45	2.50%	45%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	1800	11	0.61%	45%
	Crossroads Pkwy	Graham Rd	NB	IN	YES	1800	45	2.50%	45%
	Crossroads Pkwy	Graham Rd	SB	OUT	NO	1800	11	0.61%	45%
	Graham Rd	Picos Rd	NB	OUT	NO	1800	8	0.44%	35%
	Graham Rd	Picos Rd	SB	IN	NO	1800	35	1.94%	35%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	8	0.44%	32%
	Picos Rd	Orange Ave	SB	IN	NO	1800	32	1.78%	32%
Graham Rd	Kings Hwy	Jenkins Rd	EB	OUT	NO	630	11	1.75%	45%
	Kings Hwy	Jenkins Rd	WB	IN	YES	630	45	7.14%	45%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	2	0.07%	10%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	10	0.33%	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2100	6	0.29%	25%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2100	25	1.19%	25%
	I-95	Jenkins Rd	EB	IN	NO	2100	20	0.95%	20%
	I-95	Jenkins Rd	WB	OUT	NO	2100	5	0.24%	20%
	Kings Hwy	I - 95	EB	OUT	NO	2100	7	0.33%	30%
	Kings Hwy	I - 95	WB	IN	NO	2100	30	1.43%	30%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	2	0.19%	2%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	0	0.00%	2%
Jenkins Rd	Graham Rd	Peterson Rd	NB	OUT	NO	630	2	0.32%	10%
	Graham Rd	Peterson Rd	SB	IN	NO	630	10	1.59%	10%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	2	0.22%	10%
	Peterson Rd	Orange Ave	SB	IN	NO	920	10	1.09%	10%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	3240	5	0.15%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	3240	1	0.03%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2100	5	0.24%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2100	1	0.05%	5%
	Kings Hwy	I - 95	EB	OUT	NO	4240	10	0.24%	40%
	Kings Hwy	I - 95	WB	IN	NO	4240	40	0.94%	40%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	5	0.12%	20%
	I - 95	Jenkins Rd	WB	IN	NO	4240	20	0.47%	20%
	Jenkins Rd	McNeil Ave	EB	OUT	NO	4040	5	0.12%	20%
	Jenkins Rd	McNeil Ave	WB	IN	NO	4040	20	0.50%	20%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	5500	20	0.36%	20%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	5500	5	0.09%	20%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	2	0.03%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	10	0.14%	10%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

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

Two-Way: 125
Net In: 101
Net Out: 24

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
Peters Rd	Crossroads Pkwy	White Rd	NB	IN	NO	920	1	0.11%	5%
	Crossroads Pkwy	White Rd	SB	OUT	NO	920	4	0.43%	5%
	White Rd	Graham Rd	NB	OUT	NO	920	4	0.43%	5%
	White Rd	Graham Rd	SB	IN	NO	920	1	0.11%	5%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	1800	12	0.67%	45%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	1800	39	2.17%	45%
	Crossroads Pkwy	Graham Rd	NB	IN	NO	1800	12	0.67%	45%
	Crossroads Pkwy	Graham Rd	SB	OUT	YES	1800	39	2.17%	45%
	Graham Rd	Picos Rd	NB	OUT	NO	1800	30	1.67%	35%
	Graham Rd	Picos Rd	SB	IN	NO	1800	9	0.50%	35%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	28	1.56%	32%
	Picos Rd	Orange Ave	SB	IN	NO	1800	9	0.50%	32%
Graham Rd	Kings Hwy	Jenkins Rd	EB	OUT	YES	630	39	6.19%	45%
	Kings Hwy	Jenkins Rd	WB	IN	NO	630	12	1.90%	45%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	9	0.30%	10%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	3	0.10%	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2100	22	1.05%	25%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2100	7	0.33%	25%
	I-95	Jenkins Rd	EB	OUT	NO	2100	17	0.81%	20%
	I-95	Jenkins Rd	WB	IN	NO	2100	5	0.24%	20%
	Kings Hwy	I - 95	EB	OUT	NO	2100	26	1.24%	30%
	Kings Hwy	I - 95	WB	IN	NO	2100	8	0.38%	30%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	1	0.09%	2%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	2	0.19%	2%
Jenkins Rd	Graham Rd	Peterson Rd	NB	OUT	NO	630	9	1.43%	10%
	Graham Rd	Peterson Rd	SB	IN	NO	630	3	0.48%	10%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	9	0.98%	10%
	Peterson Rd	Orange Ave	SB	IN	NO	920	3	0.33%	10%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	3240	1	0.03%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	3240	4	0.12%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2100	1	0.05%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2100	4	0.19%	5%
	Kings Hwy	I - 95	EB	OUT	NO	4240	35	0.83%	40%
	Kings Hwy	I - 95	WB	IN	NO	4240	11	0.26%	40%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	17	0.40%	20%
	I - 95	Jenkins Rd	WB	IN	NO	4240	5	0.12%	20%
	Jenkins Rd	Virginia Ave	EB	OUT	NO	4040	17	0.42%	20%
	Jenkins Rd	Virginia Ave	WB	IN	NO	4040	5	0.12%	20%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	5500	5	0.09%	20%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	5500	17	0.31%	20%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	9	0.12%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	3	0.04%	10%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

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

Two-Way: 114
Net In: 27
Net Out: 87

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	AADT 2020	D Factor	Last Count Year from TPO	Peak Hour Volume - Peak Direction from TPO	2022 Peak Hour Volume - Peak Direction from TPO[2]	2022 Peak Hour Directional Volumes	Yearly Growth Rate (from 2022 to 2023)	2024 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Peak Hour Service Capacity [1]	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Satisfy Concurrency ?	Project Percent Assignment
Peters Rd	Crossroads Pkwy	White Rd	NB	2000 [4]	0.562	N/A	100[4]	105	105	1.50%	108	23	131	920	5	136	0.54%	YES	5%
	White Rd	Graham Rd	SB	2000 [4]	0.438	N/A	78 [4]	82	82	1.50%	84	13	97	920	5	102	0.54%	YES	5%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	7900	0.562	2020	363	380	380	1.50%	391	38	429	1800	45	474	2.50%	YES	45%
	Crossroads Pkwy	Graham Rd	NB	7900	0.562	2020	361	377	377	1.50%	389	38	427	1800	45	472	2.50%	YES	45%
	Crossroads Pkwy	Graham Rd	SB	7900	0.438	2020	361	377	294[3]	1.50%	303	14	317	1800	11	328	0.61%	YES	45%
	Graham Rd	Picos Rd	SB	7000	0.438	2020	337	352	275 [3]	1.50%	283	14	297	1800	35	332	1.94%	YES	35%
	Graham Rd	Picos Rd	NB	700	0.562	2020	337	352	452 [3]	1.50%	466	14	480	1800	32	512	1.78%	YES	32%
	Picos Rd	Orange Ave	SB	7000	0.438	2020	337	352	275	1.50%	283	45	328	1800	32	360	1.78%	YES	32%
Graham Rd	Kings Hwy	Jenkins Rd	WB	3833	0.509	2017	262	293	293	1.50%	302	0	302	630	11	313	1.75%	YES	45%
	Kings Hwy	Jenkins Rd	EB	3833	0.491	2017	262	293	293	1.50%	302	0	302	2100	6	308	0.29%	YES	25%
Orange Ave	Jenkins Rd	Hartman Rd	WB	14400	0.509	2020	705	737	737	1.50%	759	68	827	2100	25	852	1.19%	YES	25%
	Kings Hwy	I - 95	WB	19000	0.562	2020	856	895	895	1.50%	922	144	1066	2100	30	1096	1.43%	YES	30%
Jenkins Rd	Graham Rd	Peterson Rd	SB	9900	0.509	2021	517	529	529	1.50%	521	101	622	630	10	632	1.59%	YES [5]	10%
	Peterson Rd	Orange Ave	SB	9900	0.509	2021	517	529	529	1.50%	521	123	644	920	10	654	1.09%	YES	10%

(1) St. Lucie County 2021 Traffic Counts and LOS Report

(2) TPO volumes grown to 2022 using area wide average growth rate.

(3) Calculated using TPO peak hour volumes and D Factors from traffic counts.

(4) Estimated Existing 2020 Traffic

(5) Detailed Analysis used to demonstrate Concurrency

Two-Way: 125
Net In: 101
Net Out: 24
Years Grown: 2
Area Wide Weighted Average Growth Rate (applied to get 2022 traffic volumes): 2.25%

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	AADT 2020	D Factor	Last Count Year from TPO	Peak Hour Volume - Peak Direction from TPO	2022 Peak Hour Volume - Peak Direction from TPO [2]	2022 Peak Hour Directional Volumes	Yearly Growth Rate (from 2022 to 2023)	2024 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Peak Hour Service Capacity [1]	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Satisfy Concurrency ?	Project Percent Assignment
Peters Rd	Crossroads Pkwy	White Rd	SB	2000 [4]	0.562	N/A	100[4]	105	105	1.50%	108	24	132	920	4	136	0.43%	YES	5%
	White Rd	Graham Rd	NB	2000[4]	0.438	N/A	78[4]	82	82	1.50%	84	13	97	920	9	106	0.98%	YES	10%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	SB	7900	0.562	2020	371	388	388	1.50%	400	43	443	1800	39	482	2.17%	YES	45%
	Crossroads Pkwy	Graham Rd	NB	7900	0.438	2020	371	388	302	1.50%	311	38	349	1800	12	361	0.67%	YES	45%
	Crossroads Pkwy	Graham Rd	SB	7900	0.562	2020	371	388	388	1.50%	400	43	443	1800	39	482	2.17%	YES	45%
	Graham Rd	Picos Rd	NB	7000	0.438	2020	324	339	264	1.50%	272	38	310	1800	30	340	1.67%	YES	35%
	Graham Rd	Picos Rd	SB	7000	0.562	2020	324	339	435	1.50%	448	38	486	1800	28	514	1.56%	YES	32%
	Picos Rd	Orange Ave	NB	7000	0.438	2020	324	339	264	1.50%	272	114	386	1800	28	414	1.56%	YES	32%
Graham Rd	Kings Hwy	Jenkins Rd	WB	3833	0.509	2017	250	279	279	1.50%	288	0	288	1800	30	318	1.67%	YES	35%
	Kings Hwy	Jenkins Rd	EB	3833	0.491	2017	250	279	279	1.50%	288	0	288	630	9	297	1.43%	YES	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	14400	0.509	2020	655	685	685	1.50%	706	79	785	2100	22	807	1.05%	YES	25%
	Kings Hwy	I - 95	EB	19000	0.562	2020	863	902	902	1.50%	930	96	1026	2100	26	1052	1.24%	YES	30%
Jenkins Rd	Graham Rd	Peterson Rd	NB	9900	0.509	2021	523	535	535	1.50%	551	96	647	630	9	656	1.43%	YES [5]	10%
	Peterson Rd	Orange Ave	NB	9900	0.509	2021	523	535	535	1.50%	551	177	728	920	9	737	0.98%	YES	10%

(1) St. Lucie County 2021 Traffic Counts and LOS Report

(2) TPO volumes grown to 2022 using area wide average growth rate.

(3) Calculated using TPO peak hour volumes and D Factors from traffic counts.

(4) Estimated Existing 2020 Traffic

(5) Detailed Analysis used to demonstrate Concurrency

Two-Way: 114
Net In: 27
Net Out: 87
Years Grown: 2
Area Wide Weighted Average Growth Rate (applied to get 2022 traffic volumes): 2.25%

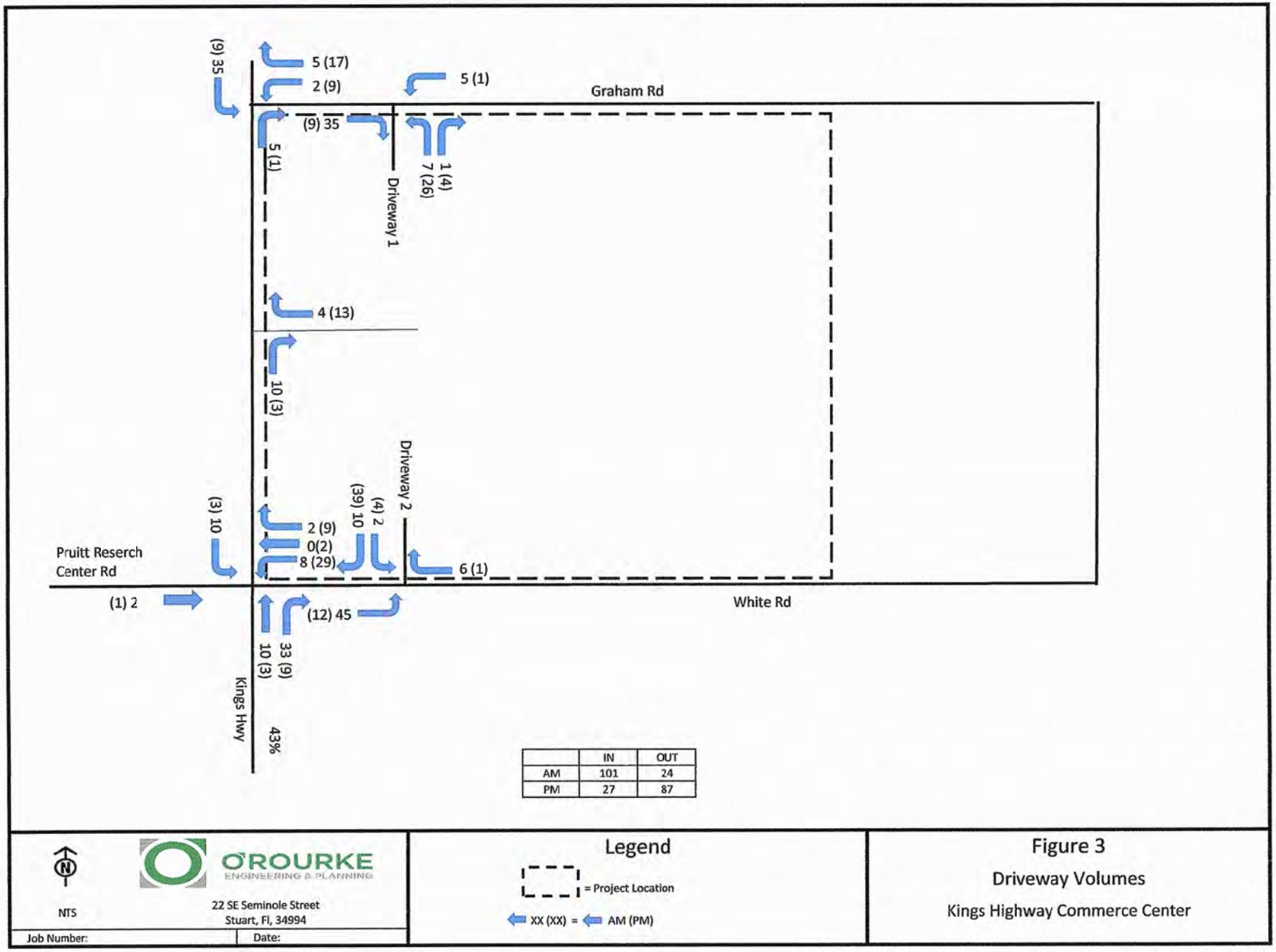

(9) 35
5 (17)
2 (9)
5 (1)
Graham Rd
(9) 35
5 (1)
Driveway 1
1 (4)
7 (26)
4 (13)
10 (3)
Driveway 2
(39) 10
(4) 2
(3) 10
2 (9)
0(2)
8 (29)
Pruitt Reserch
Center Rd
6 (1)
(1) 2
(12) 45
White Rd
10 (3)
33 (9)
Kings Hwy
43%
IN OUT
AM 101 24
PM 27 87
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number:
Date:
Legend
= Project Location
XX (XX) = AM (PM)
Figure 3
Driveway Volumes
Kings Highway Commerce Center

Table 1 - Trip Generation -Kings Highway Commerce Park

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	130,000	Sft	T=9.74(X)	50%	50%	633	633	1,266
Warehousing	150	1,770,000	Sft	T = 1.58(X) + 45.54	50%	50%	1,421	1,421	2,842
TOTALS							**2,054**	**2,054**	**4,108**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

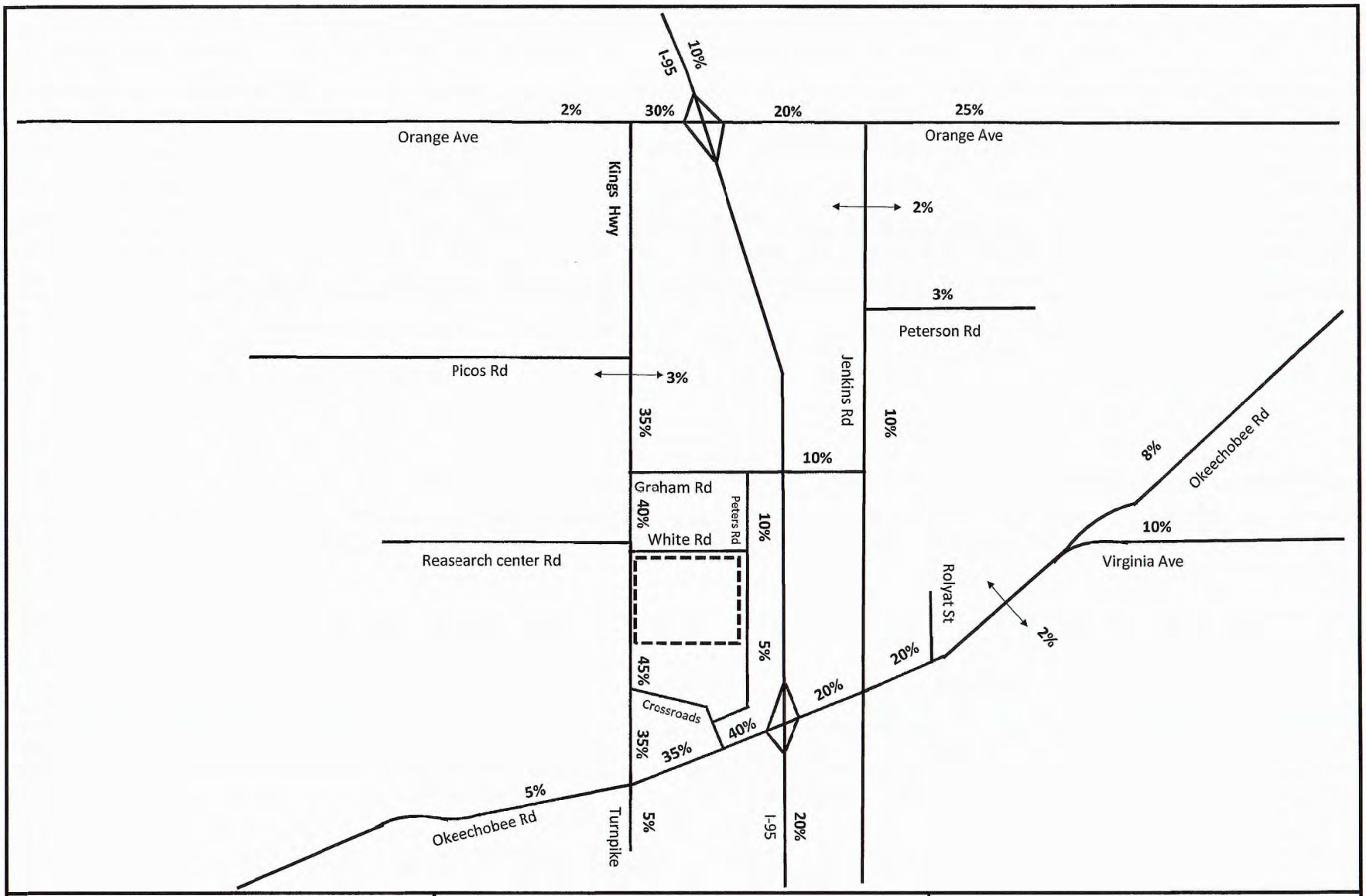
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	130,000	Sft	T = 1.16(X)	86%	14%	130	21	151
Warehousing	150	1,770,000	Sft	T = 0.17(X)	77%	23%	232	69	301
TOTALS							**362**	**90**	**452**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	130,000	Sft	T = 1.15(X)	16%	84%	24	126	150
Warehousing	150	1,770,000	Sft	T = 0.19(X)	27%	73%	91	245	336
TOTALS							**115**	**371**	**486**

Source: ITE 10th Edition Trip Generation Rates



NTS ORourke Engineering & Planning 22 SE Seminole Street Stuart, Fl, 34994 Job Number: SR20121.0 | Date: 2/12/2021	Legend = Project Location	Figure 2 Percent Assignment Kings Highway Commerce Park

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
Peters Rd	Crossroads Pkwy	White Rd	NB	IN	YES	920	18	1.96%	5%
	Crossroads Pkwy	White Rd	SB	OUT	NO	920	5	0.54%	5%
	White Rd	Graham Rd	NB	OUT	NO	920	9	0.98%	10%
	White Rd	Graham Rd	SB	IN	YES	920	36	3.91%	10%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	YES	1800	163	9.06%	45%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	1800	41	2.28%	45%
	Crossroads Pkwy	Project Entrance	NB	IN	YES	1800	163	9.06%	45%
	Crossroads Pkwy	Project Entrance	SB	OUT	YES	1800	41	2.28%	45%
	Project Entrance	Graham Rd	NB	OUT	YES	1800	36	2.00%	40%
	Project Entrance	Graham Rd	SB	IN	YES	1800	145	8.06%	40%
	Graham Rd	Picos Rd	NB	OUT	NO	1800	32	1.78%	35%
	Graham Rd	Picos Rd	SB	IN	YES	1800	127	7.06%	35%
	Picos Rd	Orange Ave	NB	OUT	NO	1800	29	1.61%	32%
	Picos Rd	Orange Ave	SB	IN	YES	1800	116	6.44%	32%
Graham Rd	Kings Hwy	Jenkins Rd	EB	OUT	NO	630	9	1.43%	10%
	Kings Hwy	Jenkins Rd	WB	IN	YES	630	36	5.71%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	9	0.30%	10%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	36	1.19%	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2000	23	1.15%	25%
	Jenkins Rd	Hartman Rd	WB	IN	YES	2000	91	4.55%	25%
	I-95	Jenkins Rd	EB	IN	YES	2000	72	3.60%	20%
	I-95	Jenkins Rd	WB	OUT	NO	2000	18	0.90%	20%
	Kings Hwy	I - 95	EB	OUT	NO	2000	27	1.35%	30%
	Kings Hwy	I - 95	WB	IN	YES	2000	109	5.45%	30%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	7	0.65%	2%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	2	0.19%	2%
Jenkins Rd	Graham Rd	Peterson Rd	NB	OUT	NO	630	9	1.43%	10%
	Graham Rd	Peterson Rd	SB	IN	YES	630	36	5.71%	10%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	9	0.98%	10%
	Peterson Rd	Orange Ave	SB	IN	YES	920	36	3.91%	10%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	1810	18	0.99%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	1810	5	0.28%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	18	0.90%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	5	0.25%	5%
	Kings Hwy	I - 95	EB	OUT	NO	4170	36	0.86%	40%
	Kings Hwy	I - 95	WB	IN	YES	4170	145	3.48%	40%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	18	0.42%	20%
	I - 95	Jenkins Rd	WB	IN	NO	4240	72	1.70%	20%
	Jenkins Rd	McNeil Ave	EB	OUT	NO	4040	18	0.45%	20%
	Jenkins Rd	McNeil Ave	WB	IN	NO	4040	72	1.78%	20%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	7320	72	0.98%	20%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	7320	18	0.25%	20%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	9	0.12%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	36	0.49%	10%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

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

Two-Way: 452
Net In: 362
Net Out: 90

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
Peters Rd	Crossroads Pkwy	White Rd	NB	IN	NO	920	6	0.65%	5%
	Crossroads Pkwy	White Rd	SB	OUT	YES	920	19	2.07%	5%
	White Rd	Graham Rd	NB	OUT	YES	920	37	4.02%	10%
	White Rd	Graham Rd	SB	IN	NO	920	12	1.30%	10%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	1800	52	2.89%	45%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	YES	1800	167	9.28%	45%
	Crossroads Pkwy	Project Entrance	NB	IN	YES	1800	52	2.89%	45%
	Crossroads Pkwy	Project Entrance	SB	OUT	YES	1800	167	9.28%	45%
	Project Entrance	Graham Rd	NB	OUT	YES	1800	148	8.22%	40%
	Project Entrance	Graham Rd	SB	IN	YES	1800	46	2.56%	40%
	Graham Rd	Picos Rd	NB	OUT	YES	1800	130	7.22%	35%
	Graham Rd	Picos Rd	SB	IN	NO	1800	40	2.22%	35%
	Picos Rd	Orange Ave	NB	OUT	YES	1800	119	6.61%	32%
	Picos Rd	Orange Ave	SB	IN	NO	1800	37	2.06%	32%
Graham Rd	Kings Hwy	Jenkins Rd	EB	OUT	YES	630	37	5.87%	10%
	Kings Hwy	Jenkins Rd	WB	IN	NO	630	12	1.90%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	37	1.23%	10%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	12	0.40%	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	YES	2000	93	4.65%	25%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2000	29	1.45%	25%
	I-95	Jenkins Rd	EB	OUT	YES	2000	74	3.70%	20%
	I-95	Jenkins Rd	WB	IN	NO	2000	23	1.15%	20%
	Kings Hwy	I - 95	EB	OUT	YES	2000	111	5.55%	30%
	Kings Hwy	I - 95	WB	IN	NO	2000	35	1.75%	30%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	2	0.19%	2%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	7	0.65%	2%
Jenkins Rd	Graham Rd	Peterson Rd	NB	OUT	YES	630	37	5.87%	10%
	Graham Rd	Peterson Rd	SB	IN	NO	630	12	1.90%	10%
	Peterson Rd	Orange Ave	NB	OUT	YES	920	37	4.02%	10%
	Peterson Rd	Orange Ave	SB	IN	NO	920	12	1.30%	10%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	1810	6	0.33%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	1810	19	1.05%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	6	0.30%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	19	0.95%	5%
	Kings Hwy	I - 95	EB	OUT	YES	4170	148	3.55%	40%
	Kings Hwy	I - 95	WB	IN	NO	4170	46	1.10%	40%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	74	1.75%	20%
	I - 95	Jenkins Rd	WB	IN	NO	4240	23	0.54%	20%
	Jenkins Rd	Virginia Ave	EB	OUT	NO	4040	74	1.83%	20%
	Jenkins Rd	Virginia Ave	WB	IN	NO	4040	23	0.57%	20%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	7320	23	0.31%	20%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	7320	74	1.01%	20%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	37	0.51%	10%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	12	0.16%	10%

(1) FDOT 2020 Service Capacity Tables & St. Lucie TPO

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

Two-Way: 486
Net In: 115
Net Out: 371

Creekside

LISTING OF COMMITTED PROJECTS WITHIN SOUTH FLORIDA LOGISTICS TRAFFIC REPORT

Built out Included Expired Included Built Included Included

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
	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
	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
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
	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
	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%	3	3	5.0%	3	3	4.0%	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	17	5.0%	3	3	11.0%	24	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	17	5.0%	3	3	11.0%	24	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	6	0.0%	0	0	6.0%	13	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	6	0.0%	0	0	6.0%	13	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	5	0.0%	0	0	3.0%	6	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								

COMMITTED PROJECTS WITHIN SOUTH FLORIDA LOGISTICS CTR

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	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	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	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%	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	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	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	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	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	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	0
	White Road	Graham Rd																													0%	0	0	35%	4	13	0	4	0	13	0	4	0	13	0
				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								

2. TRIP GENERATION

MillCreek

Project traffic potentially generated by the proposed project was calculated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition*. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. Exhibit 3 includes an excerpt from the ITE Trip Generation manual for the trip generation rates used in this analysis.

Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. As part of a conservative analysis and for simplification purposes, no traffic credit was taken for vested uses on the subject site.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached	210	LN(T)=0.92 LN(X)+2.68	26%	74%	LN(T)=0.91 LN(X)+0.12	63%	37%	LN(T)=0.94 LN(X)+0.27
Townhomes	220	T = 6.41(X) + 75.31	24%	76%	T = 0.31(X) + 22.85	63%	37%	T = 0.43(X) + 20.55

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 3,367, 215 (54 In/161 Out) and 282 (178 In/104 Out) trips respectively.

Table 2: Trip Generation

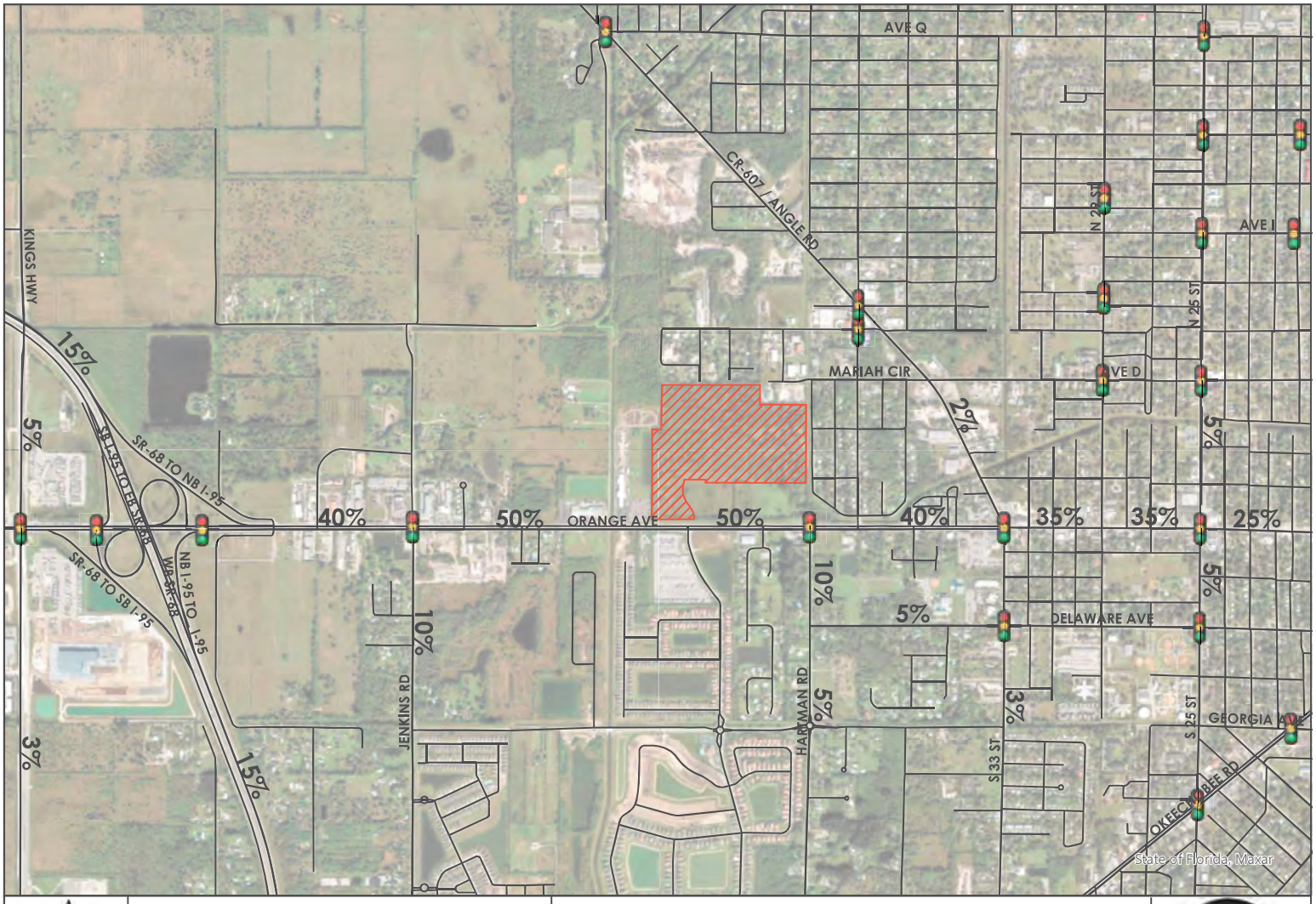
Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family	130 DUs	1,285	25	70	95	80	47	127
Townhomes	313 DUs	2,082	29	91	120	98	57	155
Net Proposed Traffic		***3,367***	***54***	***161***	***215***	***178***	***104***	***282***

5. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the project trip distribution for all roadway links in the project vicinity, as well as the signalized intersections.

Table 4: Project Impact

Roadway	From	To	LOS Capacity	Traffic Assignment	Project Traffic	Project Impact
Kings Hwy	Picos Rd To Orange Ave		880	5%	9	1.02%
Kings Hwy	Orange Ave to Angle Rd		920	3%	5	0.54%
I-95	Okeechobee Rd To Orange Ave		7,320	15%	27	0.37%
I-95	Orange Ave to Indrio Rd		7,320	15%	27	0.37%
Jenkins Rd	Peterson Rd to Orange Ave		920	10%	18	1.96%
Hartman Rd	Okeechobee Rd to Peterson Rd		750	5%	9	1.20%
Hartman Rd	Peterson Rd to Delaware Ave		540	5%	9	1.67%
Hartman Rd	Delaware Ave to Orange Ave		790	10%	18	2.28%
33rd St	Okeechobee Rd to Delaware Ave		750	1%	2	0.27%
33rd St	Delaware Ave to Orange Ave		790	3%	5	0.63%
Angle Rd	Orange Ave to Avenue D		840	2%	4	0.48%
Angle Rd	Avenue D to Avenue Q		580	2%	4	0.69%
25th St	Okeechobee Rd to Georgia Ave		1,630	5%	9	0.55%
25th St	Georgia Ave to Delaware Ave		1,630	5%	9	0.55%
25th St	Delaware Ave to Orange Ave		1,630	5%	9	0.55%
25th St	Orange Ave to Avenue D		1,630	5%	9	0.55%
25th St	Avenue D to Avenue Q		1,630	5%	9	0.55%
Delaware Ave	Hartman Rd to 33rd St		600	5%	9	1.50%
Delaware Ave	33rd St to 25th St		1,710	5%	9	0.53%
Delaware Ave	25th St to Okeechobee Rd		1,220	5%	9	0.74%
Orange Ave	Campbell Rd to Kings Hwy		1,070	2%	4	0.37%
Orange Ave	Kings Hwy to I-95		2,100	10%	18	0.86%
Orange Ave	I-95 to Jenkins Rd		2,100	30%	53	2.52%
Orange Ave	Jenkins Rd to Hartman Rd		2,100	50%	89	4.24%
Orange Ave	Hartman Rd to Angle Rd		2,100	40%	71	3.38%
Orange Ave	Angle Rd to 25th St		1,710	35%	62	3.63%
Avenue D	Angle Rd to 29th St		600	1%	2	0.33%
Avenue D	29th St to 25th St		790	3%	5	0.63%
Avenue D	25th St to 17th St		750	2%	4	0.53%



Project Site

0 0.2 0.4 0.6 0.8 1 Miles

Figure 2:
Traffic Assignment
MILLCREEK PD

Eagle Bend

TRIP GENERATION

Trip generation is based on Institute of Transportation Engineering's (ITE) manual, *Trip Generation Manual (11th Edition)*.

Proposed Use

- 955 dwelling units (DU) Single Family Detached (ITE Land Use 210)
- 758 dwelling units (DU) Multi-family Housing (Low-Rise) (ITE Land Use 220)

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

- 12,979 daily, 839 AM peak hour (207 in/632 out), and 1,175 PM peak hour (740 in/435 out) trips.

Table 1 presents the project's trip generation.

Table 1. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Traffic									
Single Family Detached	955	DU	8,045	581	145	436	829	522	307
Multi-family Housing (Low-rise)	758	DU	4,934	258	62	196	346	218	128
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**12,979**	**839**	**207**	**632**	**1,175**	**740**	**435**
NET CHANGE IN DRIVEWAY VOLUMES			**12,979**	**839**	**207**	**632**	**1,175**	**740**	**435**

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
Single Family Detached	210	DU	Ln(T) = 0.92 Ln(X) + 2.68	0%	25/75	Ln(T) = 0.91 Ln(X) + 0.12	63/37	Ln(T) = 0.94 Ln(X) + 0.27
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55

ITE 11th Edition

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TRAFFIC ASSIGNMENT

The distributed net proposed trips for the project were assigned to the roadway network within the radius of influence. The project assignments are illustrated in Figure 3A and Figure 3B for Scenarios 1 and 2, respectively. Figure 3C (Scenario 1) shows the intersection assignment. Figure 3D (Scenario 2) shows the projected assignment if Road G connects to Kings Highway.

Figure 3A. Traffic Assignment (Scenario 1)

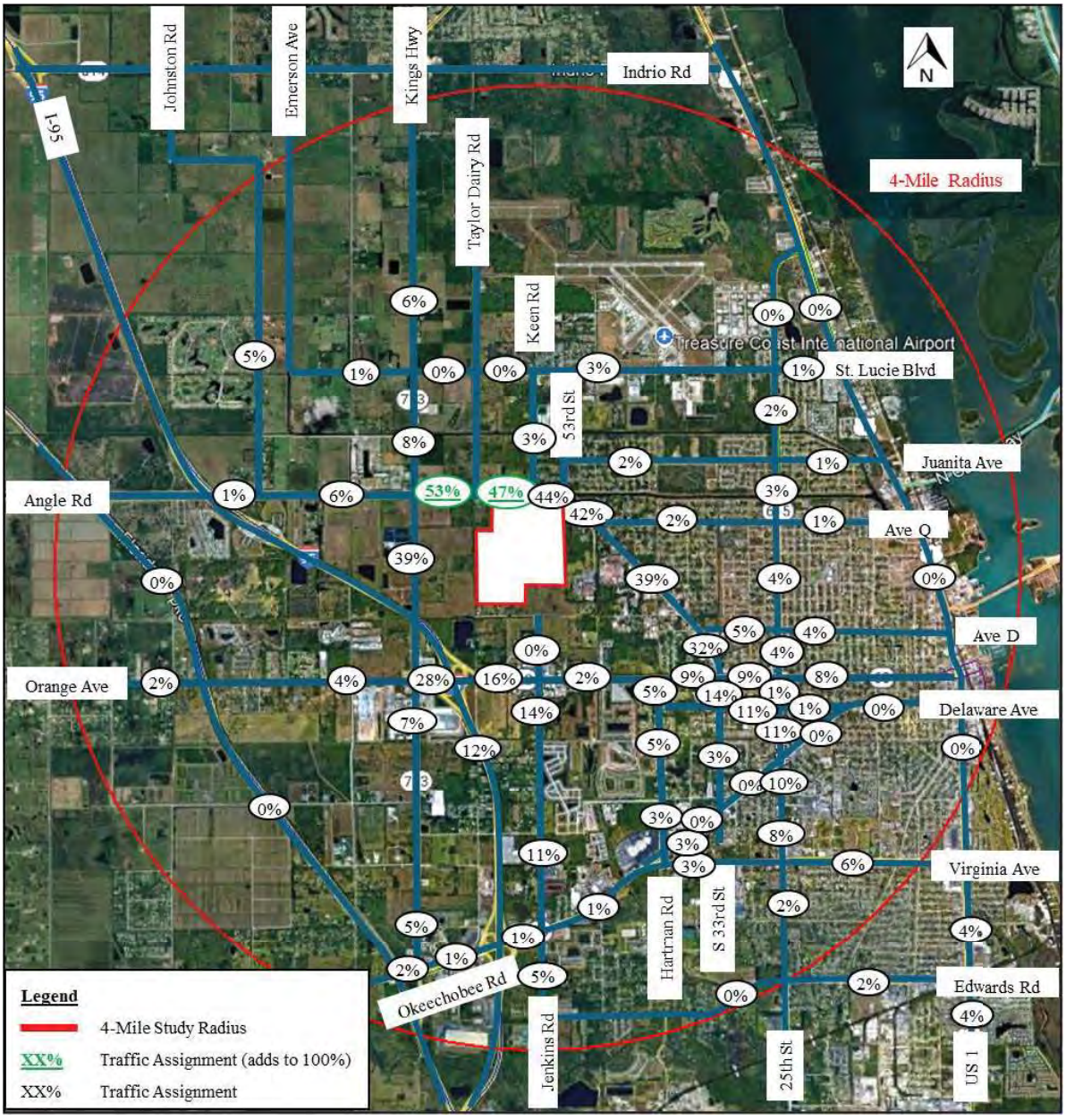


Table 1 - Trip Generation

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

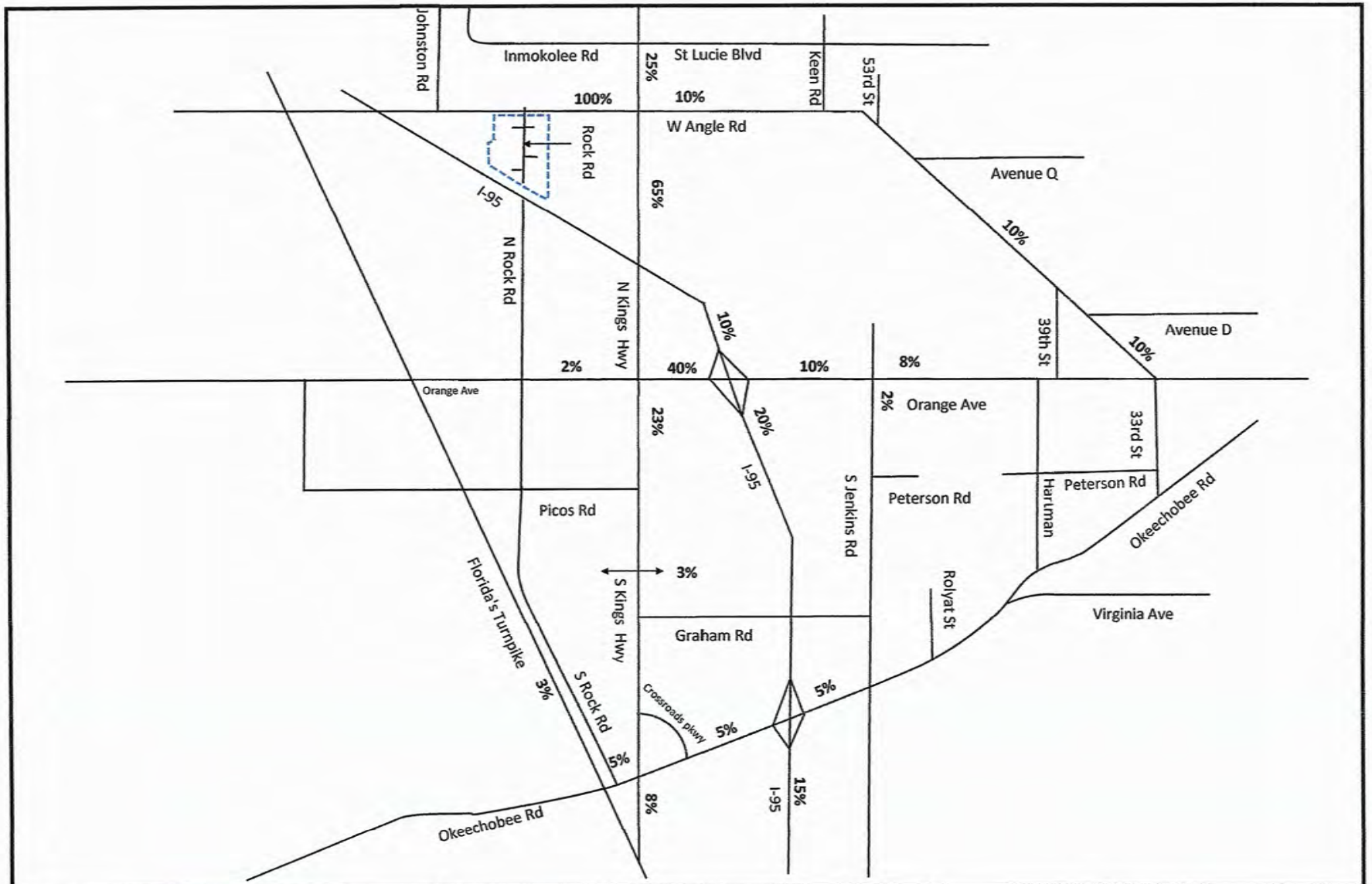
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Single Family Detached	210	404	DU	Ln(T) = 0.91Ln(X) + 0.12	26%	74%	69	196	265
TOTALS							**69**	**196**	**265**

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



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%
	[illegible]	Indrio Rd	2L	NB	OUT	NO	880	21		
	[illegible]	[illegible] Rd	2L	SB	IN	YES				
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

3.0 DEVELOPMENT TRAFFIC

3.1 TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The Land Use Codes (LUCs) used for the proposed site are:

- LUC 210, Single-Family Detached Housing
- LUC 215, Single-Family Attached Housing

Table 6 provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project. Relevant excerpts from the ITE *Trip Generation Manual* are included in **Appendix B**.

Table 6: Trip Generation Summary

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Single-Family Detached Housing	219 DU	2,075	152	40	112	208	131	77
Single-Family Attached Housing	339 DU	2,533	171	53	118	199	97	102
	Subtotal	*4,608*	*323*	*93*	*230*	*407*	*228*	*179*
TOTAL NET EXTERNAL TRIPS		**4,608**	**323**	**93**	**230**	**407**	**228**	**179**

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

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*(X)+2.68; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*(X)+0.12; (X is number of dwelling units); (26% in/ 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*(X)+0.27; (X is number of dwelling units); (63% in/ 37% out)

Single-Family Attached Housing [ITE 215]

Daily	T = 7.62*(X)-50.48; (X is number of dwelling units)
AM Peak Hour of Adjacent Street	T = 0.52*(X)-5.70; (X is number of dwelling units); (31% in/ 69% out)
PM Peak Hour of Adjacent Street	T = 0.60*(X)-3.93; (X is number of dwelling units); (57% in/ 43% out)

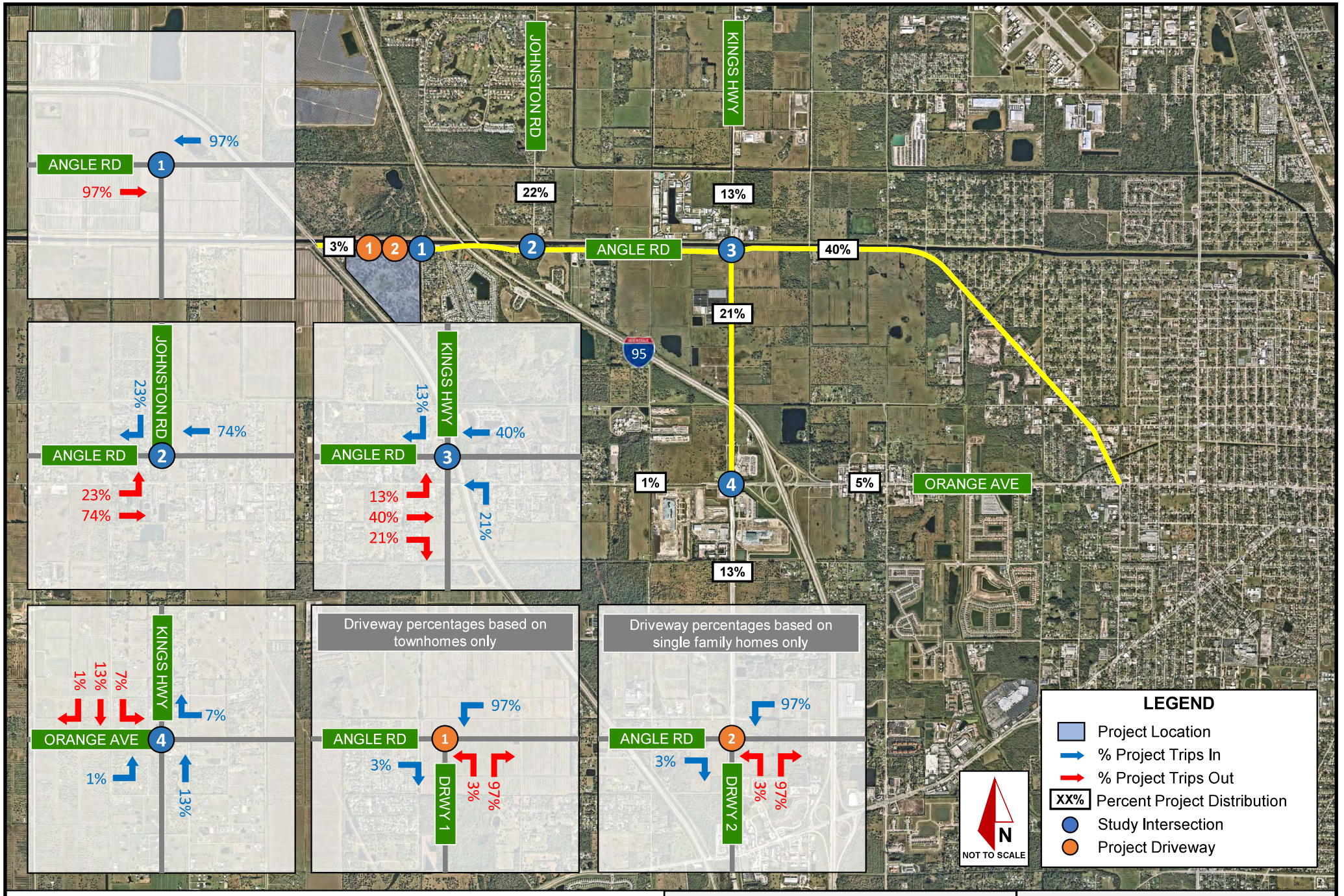


Figure 2: Project Trip Distribution

NVR Fort Pierce | St. Lucie County, Florida

Project No: 147584004

May 2024

Kimley»Horn

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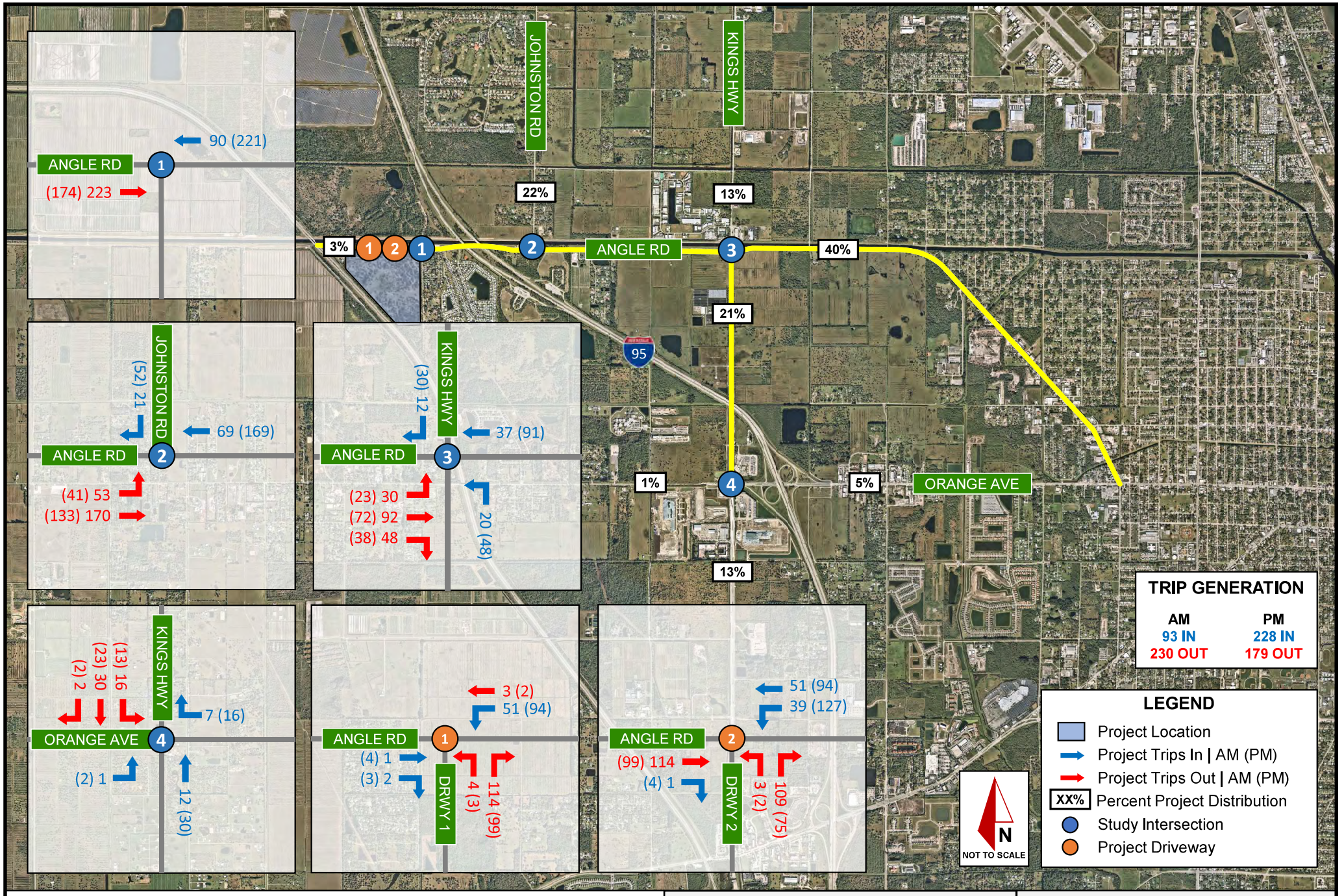


Figure 3: Project Trip Assignment

NVR Fort Pierce | St. Lucie County, Florida

Project No: 147584004

May 2024

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Table 1: Study Area Determination

Roadway		AADT	Directional Peak Hour Service Capacity	AM Peak Hour Directional			PM Peak Hour Directional			% Project Distribution	Max Directional Peak Hour Project Trips	% Project Significance
From	To			Volume	LOS	V/C	Volume	LOS	V/C			
Angle Road												
Orange Avenue	Avenue D	8,603	790	421	D	0.53	404	D	0.51	25%	57	**7.2%**
Avenue D	Avenue Q	8,603	540	421	D	0.78	404	D	0.75	26%	59	**10.9%**
Avenue Q	53rd Street	8,700	600	583	D	0.97	524	D	0.87	34%	78	**13.0%**
53rd Street	Keen Road	6,000	630	378	C	0.60	325	C	0.52	37%	84	**13.3%**
Keen Road	Kings Highway	6,000	880	378	C	0.43	325	C	0.37	40%	91	**10.3%**
Kings Highway	Johnston Road	5,758	1,070	358	B	0.34	344	B	0.32	74%	169	**15.8%**
Johnston Road	Florida's Turnpike	2,028	1,070	96	B	0.09	96	B	0.09	97%	221	**20.7%**
25th Street												
Cortez Blvd	Virginia Avenue	22,500	2,000	1,324	C	0.66	1,090	C	0.55	3%	3	0.2%
Virginia Avenue	Nebraska Avenue	22,168	2,000	1,082	C	0.54	1,082	C	0.54	3%	3	0.2%
Nebraska Avenue	Okeechobee Road	22,168	2,000	1,082	C	0.54	1,082	C	0.54	6%	7	0.3%
Okeechobee Road	Georgia Avenue	21,986	1,630	1,016	D	0.62	1,053	D	0.54	8%	9	0.5%
Georgia Avenue	Delaware Avenue	219,886	1,630	1,016	D	0.62	1,053	D	0.65	2%	2	0.1%
Delaware Avenue	Orange Avenue	21,569	1,630	1,053	D	0.65	1,053	D	0.65	2%	2	0.1%
Orange Avenue	Avenue D	23,000	1,630	1,145	D	0.70	1,325	D	0.81	0%	0	0.0%
Avenue D	Avenue Q	17,945	1,630	876	D	0.54	876	D	0.54	1%	1	0.1%
Avenue Q	Juanita Ave	16,821	2,000	821	C	0.41	821	C	0.41	0%	0	0.0%
33rd Street												
Okeechobee Road	Delaware Avenue	7,200	750	408	D	0.54	366	C	0.49	8%	9	1.2%
Delaware Avenue	Orange Avenue	6,285	790	290	C	0.37	290	C	0.37	16%	18	2.3%
Johnston Road												
Angle Road	L20	2,909	1,070	228	B	0.21	200	B	0.19	22%	50	4.7%
L20	Meadowood Drive	2,604	1,070	172	B	0.16	163	B	0.15	8%	18	1.7%
Meadowood Drive	Old Johnston Road	2,604	1,070	172	B	0.16	163	B	0.15	7%	16	1.5%
[redacted]	[redacted]	2,604	1,070	172	B	0.16	163	B	0.15	7%	[redacted]	[redacted]
Kings Highway/Turnpike Feeder Road												
Okeechobee Road	Crossroads Pkwy	9,383	880	472	C	0.54	472	C	0.54	4%	9	1.0%
Crossroads Pkwy	Graham Road	9,383	700	472	C	0.67	472	C	0.67	4%	9	1.3%
Graham Road	Picos Road	7,181	700	361	C	0.52	361	C	0.52	13%	30	4.2%
Picos Road	Orange Avenue	7,181	880	361	C	0.41	361	C	0.41	13%	30	3.4%
Orange Avenue	Angle Road	15,247	920	767	C	0.83	767	C	0.83	21%	48	**5.2%**
Angle Road	St. Lucie Boulevard	11,202	880	547	C	0.62	547	C	0.62	13%	30	3.4%
[redacted]	[redacted]	13,787	880	673	C	0.77	673	C	0.77	10%	[redacted]	[redacted]
Orange Avenue												
Shinn Road	Campebell Road	2,957	1,070	142	B	0.13	142	B	0.13	1%	2	0.2%
Campebell Road	Kings Highway	2,957	1,070	142	B	0.13	142	B	0.13	1%	2	0.2%
Kings Highway	I-95	18,080	2,100	910	C	0.43	910	C	0.43	7%	16	0.8%
I-95	Jenkins Road	14,693	2,100	717	C	0.34	717	C	0.34	5%	11	0.5%
Jenkins Road	Hartman Road	16,898	2,100	825	C	0.39	825	C	0.39	4%	9	0.4%
Hartmand Road	Angle Road	16,898	2,100	825	C	0.39	825	C	0.39	1%	2	0.1%
Angle Road [2]	25th Street	9,547	1,710	894	B	0.52	858	B	0.50	9%	21	1.2%
25th Street	17th Street	13,554	1,630	661	C	0.41	661	C	0.41	5%	11	0.7%
17th Street	13th Street	13,554	1,710	661	C	0.39	661	C	0.39	5%	11	0.7%
13th Street	10th Street	13,554	750	661	D	0.88	661	D	0.88	2%	5	0.6%
Campbell Road												
Picos Road	Orange Avenue	814	540	80	C	0.15	58	C	0.11	0%	0	0.0%
St Lucie Blvd												
Kings Highway	Keen Road	6,087	880	407	C	0.46	447	C	0.51	2%	2	0.3%
Keen Road	25th Street	6,087	880	407	C	0.46	447	C	0.51	5%	6	0.6%
25th Street	Seneca Ave	4,414	750	215	C	0.29	215	C	0.29	0%	0	0.0%
Seneca Ave	US 1	4,414	790	215	C	0.27	215	C	0.27	0%	0	0.0%
Virginia Ave												
Okeechobee Road	Hartman Road	22,086	3,020	1,078	C	0.36	1,078	C	0.36	2%	2	0.1%
Hartman Road	35th Street	22,086	3,020	1,078	C	0.36	1,078	C	0.36	2%	2	0.1%
35th Street	13th Street	21,451	3,020	1,047	C	0.35	1,047	C	0.35	6%	7	0.2%
13th Street	11th Street	23,517	3,020	1,148	C	0.38	1,148	C	0.38	6%	7	0.2%
11th Street	Sunrise Boulevard	23,517	3,170	1,148	C	0.36	1,148	C	0.36	6%	7	0.2%
Sunrise Boulevard	Oleander Ave	20,046	3,020	978	C	0.32	978	C	0.32	5%	6	0.2%
Oleander Ave	Colonial Rd	18,476	3,170	902	C	0.28	902	C	0.28	3%	3	0.1%
Colonial Rd	US 1	18,476	3,020	902	C	0.30	902	C	0.3	3%	3	0.1%

Notes:

(1) Obtained from St. Lucie Transporation Planning Organization *Traffic Counts and Level of Service Report 2023*

(2) Data obtained from FDOT's Florida Traffic Online as the SLTPO *Traffic Counts and Level of Service Report 2023* omitted this segment's traffic volumes

Table 1 - Trip Generation

Viva at Treasure Coast West

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	222	DU	T = 6.41(X) + 75.31	50%	50%	749	749	1,498
TOTALS							**749**	**749**	**1,498**

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
Multifamily Housing (Low-Rise)	220	222	DU	T = 0.31(X) + 22.85	24%	76%	22	70	92
TOTALS							**22**	**70**	**92**

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
Multifamily Housing (Low-Rise)	220	222	DU	T = 0.43(X) + 20.55	63%	37%	73	43	116
TOTALS							**73**	**43**	**116**

Source: ITE 11th Edition Trip Generation Rates

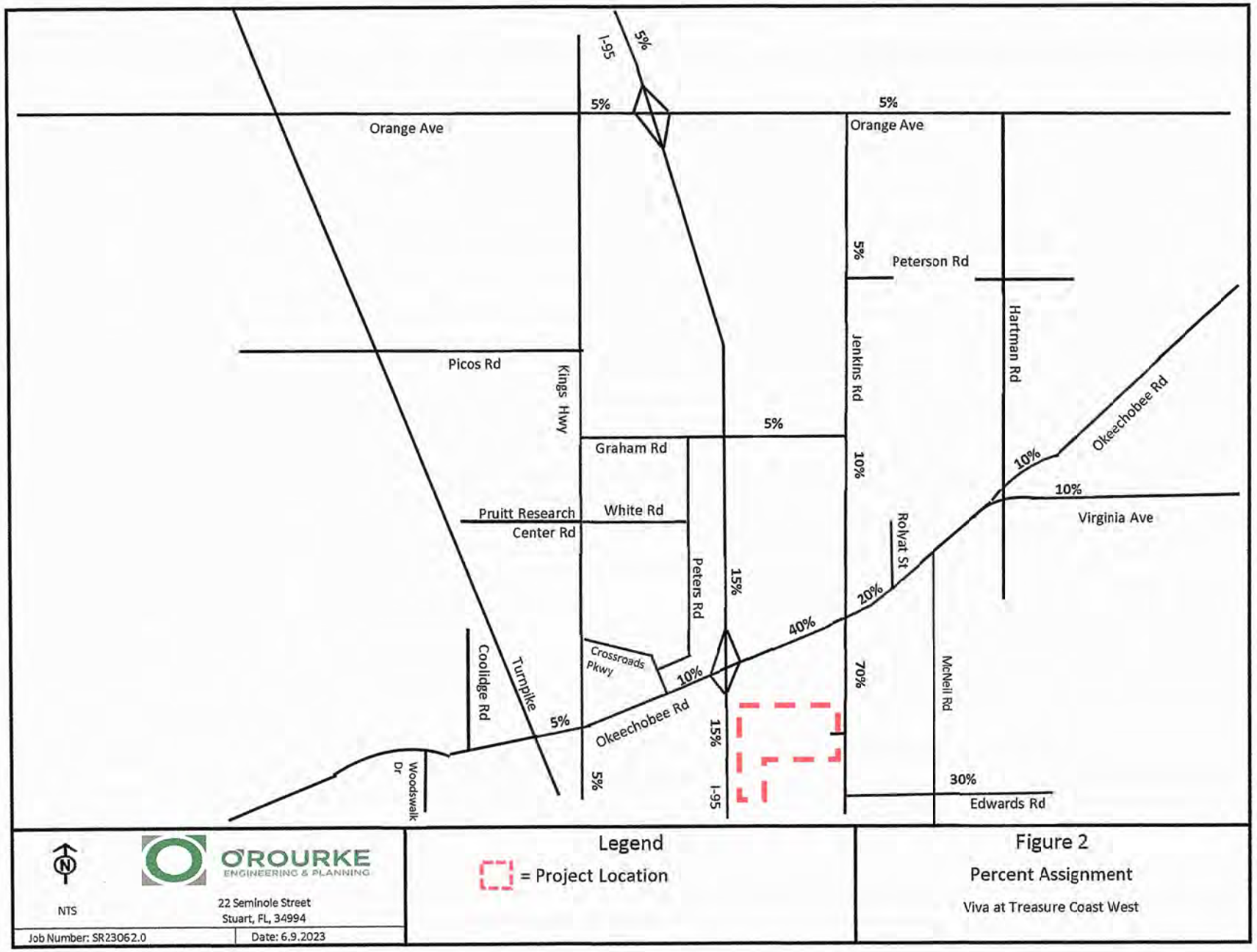

I-95
5%
5%
5%
Orange Ave
Orange Ave
5%
Peterson Rd
Picos Rd
Kings Hwy
Jenkins Rd
Hartman Rd
5%
Graham Rd
10%
Okeechobee Rd
10%
10%
Virginia Ave
Pruitt Research
Center Rd
White Rd
Rolyat St
Peters Rd
15%
20%
40%
Crossroads Pkwy
10%
70%
Coolidge Rd
Turnpike
5%
Okeechobee Rd
15%
McNeil Rd
Woodswalk Dr
5%
I-95
30%
Edwards Rd
NTS
O'ROURKE
ENGINEERING & PLANNING
22 Seminole Street
Stuart, FL, 34994
Job Number: SR23062.0
Date: 6.9.2023
Legend
= Project Location
Figure 2
Percent Assignment
Viva at Treasure Coast West

TABLE 2a - Project Percent Impact - AM

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
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	IN	NO	630	7	1.11%	30%
	Jenkins Rd	McNeil Rd	2L	WB	OUT	YES	630	21	3.33%	30%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	21	3.00%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	7	1.00%	30%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	4	0.43%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	1	0.11%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	4	0.63%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	1	0.16%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	7	0.76%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	2	0.22%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	49	5.57%	70%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	15	1.70%	70%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	1	0.05%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	1	0.05%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	1	0.05%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	2	0.05%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	7	0.17%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	2	0.05%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	7	0.17%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	9	0.21%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	28	0.66%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	14	0.35%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	4	0.10%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	14	0.44%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	4	0.13%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	7	0.33%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	2	0.10%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	7	0.23%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	2	0.07%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	11	0.15%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	3	0.04%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	3	0.05%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	11	0.20%	15%

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

IN: 22
OUT: 70

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
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	IN	YES	630	22	3.49%	30%
	Jenkins Rd	McNeil Rd	2L	WB	OUT	NO	630	13	2.06%	30%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	13	1.86%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	YES	700	22	3.14%	30%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	2	0.22%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	4	0.43%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	2	0.32%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	4	0.63%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	4	0.43%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	7	0.76%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	30	3.41%	70%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	51	5.80%	70%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	4	0.19%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	2	0.10%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	2	0.10%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	4	0.19%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	4	0.19%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	2	0.10%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	7	0.17%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	4	0.09%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	7	0.17%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	4	0.09%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	29	0.68%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	17	0.40%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	9	0.22%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	15	0.37%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	9	0.28%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	15	0.47%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	7	0.33%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	4	0.13%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	7	0.23%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	EB	OUT	NO	7,320	6	0.08%	15%
	Orange Ave	Okeechobee Rd	8LD	WB	IN	NO	7,320	11	0.15%	15%
	Okeechobee Rd	Midway Rd	6LD	EB	IN	NO	5,500	11	0.20%	15%
	Okeechobee Rd	Midway Rd	6LD	WB	OUT	NO	5,500	6	0.11%	15%

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

IN: 73
OUT: 43

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor (3)	2021 Peak Hour Volumes (From 2023 TPO)	Growth Rate (2)	2023 Peak Hour Volumes	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.49	529	7.39%	611	756	629	8	637	756	630	21	658	3.33%	YES	30%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.51	480	7.39%	554	686	570	90	660	686	880	49	735	5.57%	YES	70%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.49	461	7.39%	532	659	548	47	595	659	880	15	674	1.70%	YES	70%

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

(1) St. Lucie County Traffic Counts and Level of Service Report 2023 (2021 numbers grown to 2023)

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly County Data

Net In: 22
Net Out: 70
Years Grown: 3

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor (3)	2021 Peak Hour Volumes (From 2023 TPO)	Growth Rate (2)	2023 Peak Hour Volumes	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.52	571	7.39%	659	816	678	15	693	816	630	22	838	3.49%	YES	30%
	McNeil Rd	Selvitz Rd	WB	IN	YES	0.48	527	7.39%	608	753	626	26	652	753	700	22	775	3.14%	YES	30%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.43	396	7.39%	457	566	471	69	540	566	880	30	570	3.41%	YES	70%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.57	525	7.39%	605	750	624	98	722	750	880	51	773	5.80%	YES	70%

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

(1) St. Lucie County Traffic Counts and Level of Service Report 2023 (2021 numbers grown to 2023)

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly Count Data

Net In: 73
Net Out: 43
Years Grown: 3

Table 1 - Trip Generation

Viva at Treasure Coast East

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips		
					In	Out	In	Out	Total
Multi-Family (Low-Rise)	220	206	DU	T = 6.41(X) + 75.31	50%	50%	698	698	1,396
TOTALS							**698**	**698**	**1,396**

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
Multi-Family (Low-Rise)	220	206	DU	T = 0.31(X) + 22.85	24%	76%	21	66	87
TOTALS							**21**	**66**	**87**

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
Multi-Family (Low-Rise)	220	206	DU	T = 0.43(X) + 20.55	63%	37%	69	40	109
TOTALS							**69**	**40**	**109**

Source: ITE 11th Edition Trip Generation Rates

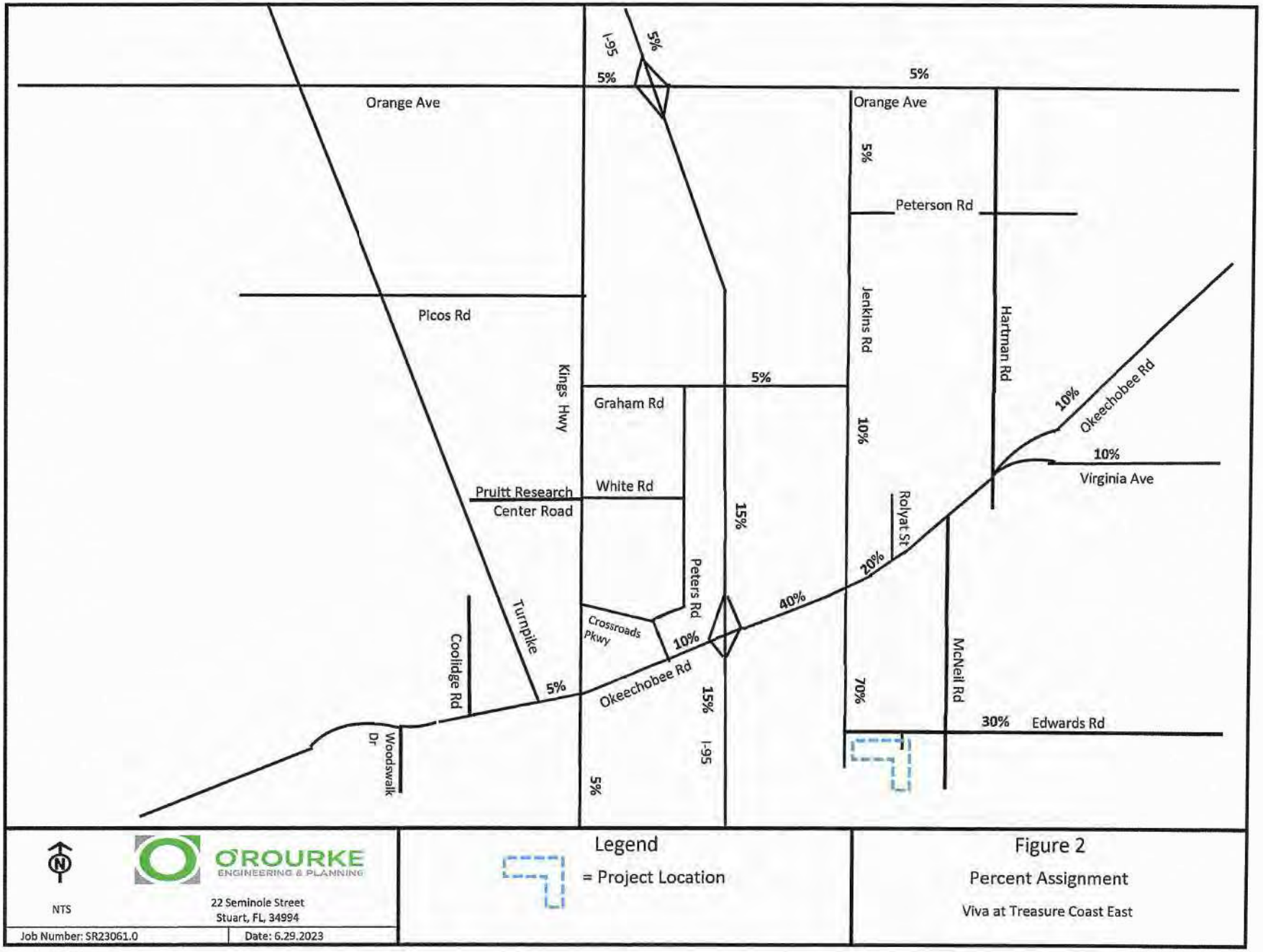

Orange Ave
I-95
5%
5%
5%
Orange Ave
5%
Peterson Rd
Picos Rd
Kings Hwy
Jenkins Rd
Hartman Rd
5%
Graham Rd
10%
10%
Okeechobee Rd
10%
Virginia Ave
Pruitt Research
Center Road
White Rd
15%
Rolyat St
20%
Peters Rd
40%
Turnpike
Crossroads Pkwy
10%
Coolidge Rd
5%
Okeechobee Rd
15%
I-95
McNeil Rd
70%
30%
Edwards Rd
Woodswalk Dr
5%
NTS
O'ROURKE
ENGINEERING & PLANNING
22 Seminole Street
Stuart, FL, 34994
Job Number: SR23061.0
Date: 6.29.2023
Legend
= Project Location
Figure 2
Percent Assignment
Viva at Treasure Coast East

TABLE 2a - Project Percent Impact - AM

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
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	IN	NO	630	15	2.38%	70%
	Jenkins Rd	McNeil Rd	2L	WB	OUT	YES	630	46	7.30%	70%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	20	2.86%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	6	0.86%	30%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	3	0.33%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	1	0.11%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	3	0.48%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	1	0.16%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	7	0.76%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	2	0.22%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	46	5.23%	70%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	15	1.70%	70%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	1	0.05%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	3	0.14%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	3	0.14%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	1	0.05%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	1	0.05%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	3	0.14%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	2	0.05%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	7	0.17%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	2	0.05%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	7	0.17%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	8	0.19%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	26	0.61%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	13	0.32%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	4	0.10%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	13	0.41%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	4	0.13%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	7	0.33%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	2	0.10%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	7	0.23%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	2	0.07%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	10	0.14%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	3	0.04%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	3	0.05%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	10	0.18%	15%

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

IN: 21
OUT: 66

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
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	IN	YES	630	48	7.62%	70%
	Jenkins Rd	McNeil Rd	2L	WB	OUT	YES	630	28	4.44%	70%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	12	1.71%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	21	3.00%	30%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	2	0.22%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	3	0.33%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	2	0.32%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	3	0.48%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	4	0.43%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	7	0.76%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	28	3.18%	70%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	48	5.45%	70%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	3	0.14%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	2	0.10%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	2	0.10%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	3	0.14%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	3	0.14%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	2	0.10%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	7	0.17%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	4	0.09%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	7	0.17%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	4	0.09%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	28	0.66%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	16	0.38%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	8	0.20%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	14	0.35%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	8	0.25%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	14	0.44%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	7	0.33%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	4	0.13%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	7	0.23%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	6	0.08%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	10	0.14%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	10	0.18%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	6	0.11%	15%

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

IN: 69
OUT: 40

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor (3)	2021 Peak Hour Volumes (From 2023 TPO)	Growth Rate (2)	2023 Peak Hour Volumes	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.49	529	7.39%	611	756	629	27	656	756	630 (5)	19	675	3.02%	YES (4)	90%
	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.51	551	7.39%	635	787	655	8	663	787	630 (5)	59	846	9.37%	YES (4)	90%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.51	480	7.39%	554	686	570	93	663	686	880	59	745	6.70%	YES	90%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.49	461	7.39%	532	659	548	48	596	659	880	19	678	2.16%	YES	90%

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

(1) St. Lucie County Traffic Counts and Level of Service Report 2023 (2021 numbers grown to 2023)

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly County Data

(4) Fails with background traffic therefore improvements assumed in place

(5) Roadway is included in TIP 5-Year road plan but specifics of improvement are unavailable at the moment

Net In: 21
Net Out: 66
Years Grown: 3

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor (3)	2021 Peak Hour Volumes (From 2023 TPO)	Growth Rate (2)	2023 Peak Hour Volumes	2026 Peak Hour Volumes w/ Growth Factor	2026 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2026 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.52	571	7.39%	659	816	678	16	694	816	630 (5)	62	878	9.84%	YES (4)	90%
	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.48	527	7.39%	608	753	626	27	653	753	630 (5)	36	789	5.71%	YES (4)	90%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.43	396	7.39%	457	566	471	72	543	566	880	36	579	4.09%	YES	90%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.57	525	7.39%	605	750	624	102	726	750	880	62	788	7.05%	YES	90%

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

(1) St. Lucie County Traffic Counts and Level of Service Report 2023 (2021 numbers grown to 2023)

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly Count Data

(4) Fails with background traffic therefore improvements assumed in place

(5) Roadway is included in TIP 5-Year road plan but specifics of improvement are unavailable at the moment

Net In: 69
Net Out: 40
Years Grown: 3

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	252	DU	T = 6.41(X) + 75.31	50%	50%	846	845	1,691
TOTALS							**846**	**845**	**1,691**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

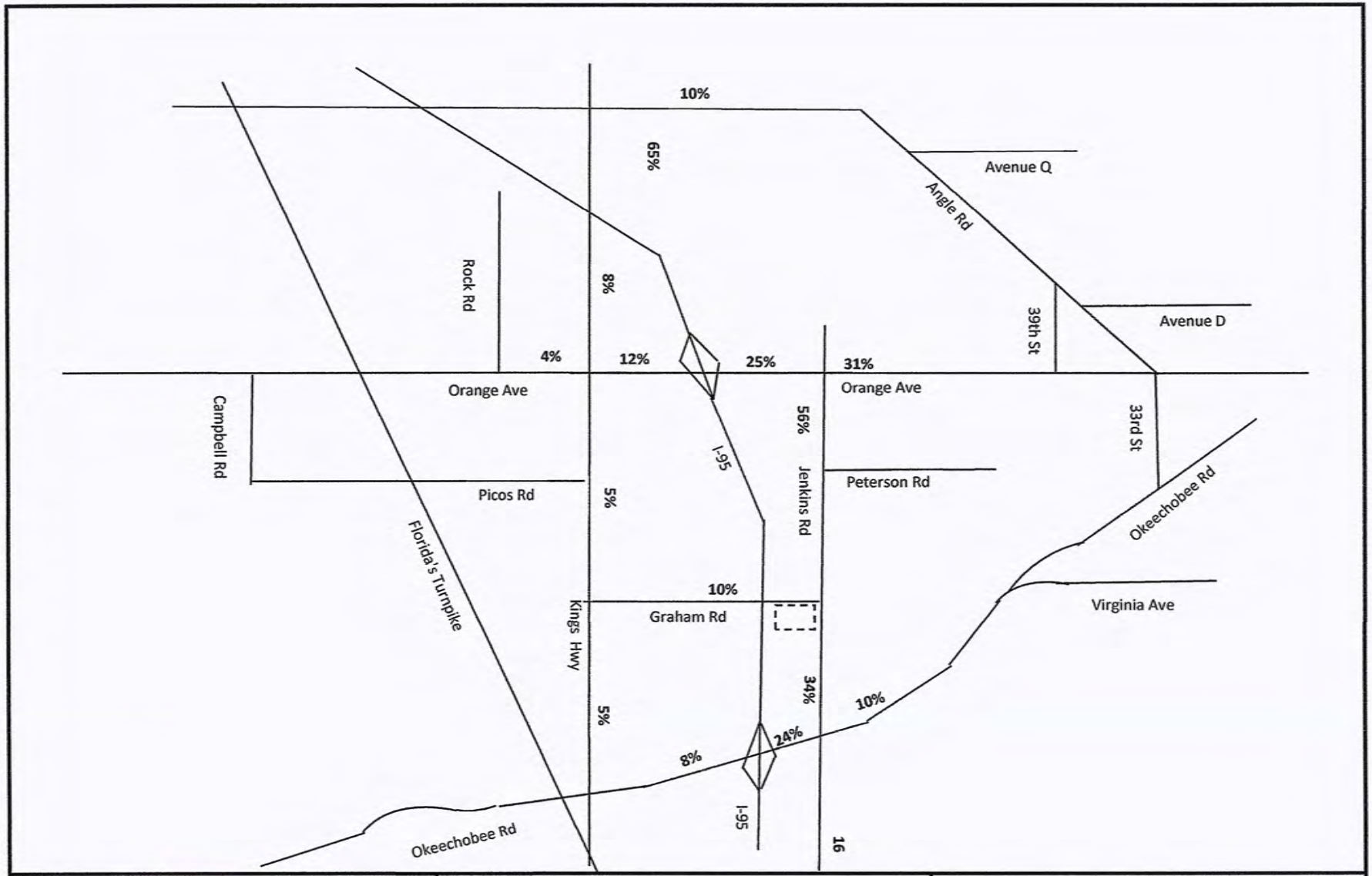
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	252	DU	(T) = 0.31(X) + 22.85	24%	76%	24	77	101
TOTALS							**24**	**77**	**101**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	252	DU	(T) = 0.43(X) + 20.55	63%	37%	81	48	129
TOTALS							**81**	**48**	**129**

Source: ITE 11th Edition Trip Generation Rates



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, Fl, 34994

Job Number: SR22051.0 | Date: 5/26/2022

Legend

= Project Location

Figure 3

Percent Assignment

Hillpointe Residential

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Direction	Lanes	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Jenkins Rd	Orange Ave	Peterson Rd	NB	2L	OUT	YES	920	43	4.67%	56%
	Orange Ave	Peterson Rd	SB	2L	IN	NO	920	13	1.41%	56%
	Peterson Rd	Graham Rd	NB	2L	OUT	YES	630	43	6.83%	56%
	Peterson Rd	Graham Rd	SB	2L	IN	NO	630	13	2.06%	56%
	Graham Rd	Okeechobee Rd	NB	2L	IN	NO	920	8	0.87%	34%
	Graham Rd	Okeechobee Rd	SB	2L	OUT	YES	920	26	2.83%	34%
Orange Ave	Campbell Rd	Kings Hwy	EB	2L	IN	NO	1,070	1	0.09%	4%
	Campbell Rd	Kings Hwy	WB	2L	OUT	NO	1,070	3	0.28%	4%
	Kings Hwy	I-95	EB	4LD	IN	NO	2,000	3	0.15%	12%
	Kings Hwy	I-95	WB	4LD	OUT	NO	2,000	9	0.45%	12%
	I-95	Jenkins Rd	EB	4LD	IN	NO	2,000	6	0.30%	25%
	I-95	Jenkins Rd	WB	4LD	OUT	NO	2,000	19	0.95%	25%
	Jenkins Rd	Hartman Rd	EB	4LD	OUT	NO	2,000	24	1.20%	31%
	Jenkins Rd	Hartman Rd	WB	4LD	IN	NO	2,000	7	0.35%	31%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Okeechobee Rd	Crossroads Pkwy	SB	4LD	OUT	NO	2,000	4	0.20%	5%
	Crossroads Pkwy	Graham Rd	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Crossroads Pkwy	Graham Rd	SB	4LD	OUT	NO	2,000	4	0.20%	5%
	Graham Rd	Picos Rd	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Graham Rd	Picos Rd	SB	4LD	OUT	NO	2,000	4	0.20%	5%
	Picos Rd	Orange Ave	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Picos Rd	Orange Ave	SB	4LD	OUT	NO	2,000	4	0.20%	5%
	Orange Ave	Angle Rd	NB	4LD	OUT	NO	2,000	6	0.30%	8%
	Orange Ave	Angle Rd	SB	4LD	IN	NO	2,000	2	0.10%	8%
Okeechobee Rd	I95	Jenkins Rd	EB	6LD	IN	NO	4,240	6	0.14%	24%
	I95	Jenkins Rd	WB	6LD	OUT	NO	4,240	18	0.42%	24%
	Jenkins Rd	McNeil Rd	EB	6LD	OUT	NO	4,040	8	0.20%	10%
	Jenkins Rd	McNeil Rd	WB	6LD	IN	NO	4,040	2	0.05%	10%
	McNeil Rd	Virginia Ave	EB	6LD	OUT	NO	3,170	8	0.25%	10%
	McNeil Rd	Virginia Ave	WB	6LD	IN	NO	3,170	2	0.06%	10%

(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

Net In: 24
Net Out: 77

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Direction	Lanes	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
			NB	2L	IN					
	Okeechobee Rd		SB	2L	OUT	YES	920			
	Kings Hwy		EB	2L	IN	NO	1,070			
	bell Rd	Kings Hwy	WB	2L	OUT	NO	1,070	2		
	ings Hwy	I-95	EB	4LD	IN	NO	2,000	10		
	Kings Hwy	I-95	WB	4LD	OUT	NO	2,000	6	0	
	I-95	Jenkins Rd	EB	4LD	IN	NO	2,000	20	1.0	
	I-95	Jenkins Rd	WB	4LD	OUT	NO	2,000	12	0	
	enkins Rd	Hartman Rd	EB	4LD	OUT	NO	2,000	15		
	ins Rd	Hartman Rd	WB	4LD	IN	NO	2,000	25		
	Rd	Crossroads Pkwy	NB	4LD	IN	NO	2,000			
		Crossroads Pkwy	SB	4LD	OUT	NO	2,000			
		aham Rd	NB	4LD	IN					
		raham Rd	SB							
		Picos Rd								
Okeechobee Rd	I95	Jenkins Rd	EB	6LD	IN	NO	4,240	19	0.45%	24%
	I95	Jenkins Rd	WB	6LD	OUT	NO	4,240	12	0.28%	24%
	Jenkins Rd	McNeil Rd	EB	6LD	OUT	NO	4,040	5	0.12%	10%
	Jenkins Rd	McNeil Rd	WB	6LD	IN	NO	4,040	8	0.20%	10%
	McNeil Rd	Virginia Ave	EB	6LD	OUT	NO	3,170	5	0.16%	10%
	McNeil Rd	Virginia Ave	WB	6LD	IN	NO	3,170	8	0.25%	10%

(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

Net In: 81
Net Out: 48

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 6.41(X) + 75.31	50%	50%	1,038	1,037	2,075
TOTALS							**1,038**	**1,037**	**2,075**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

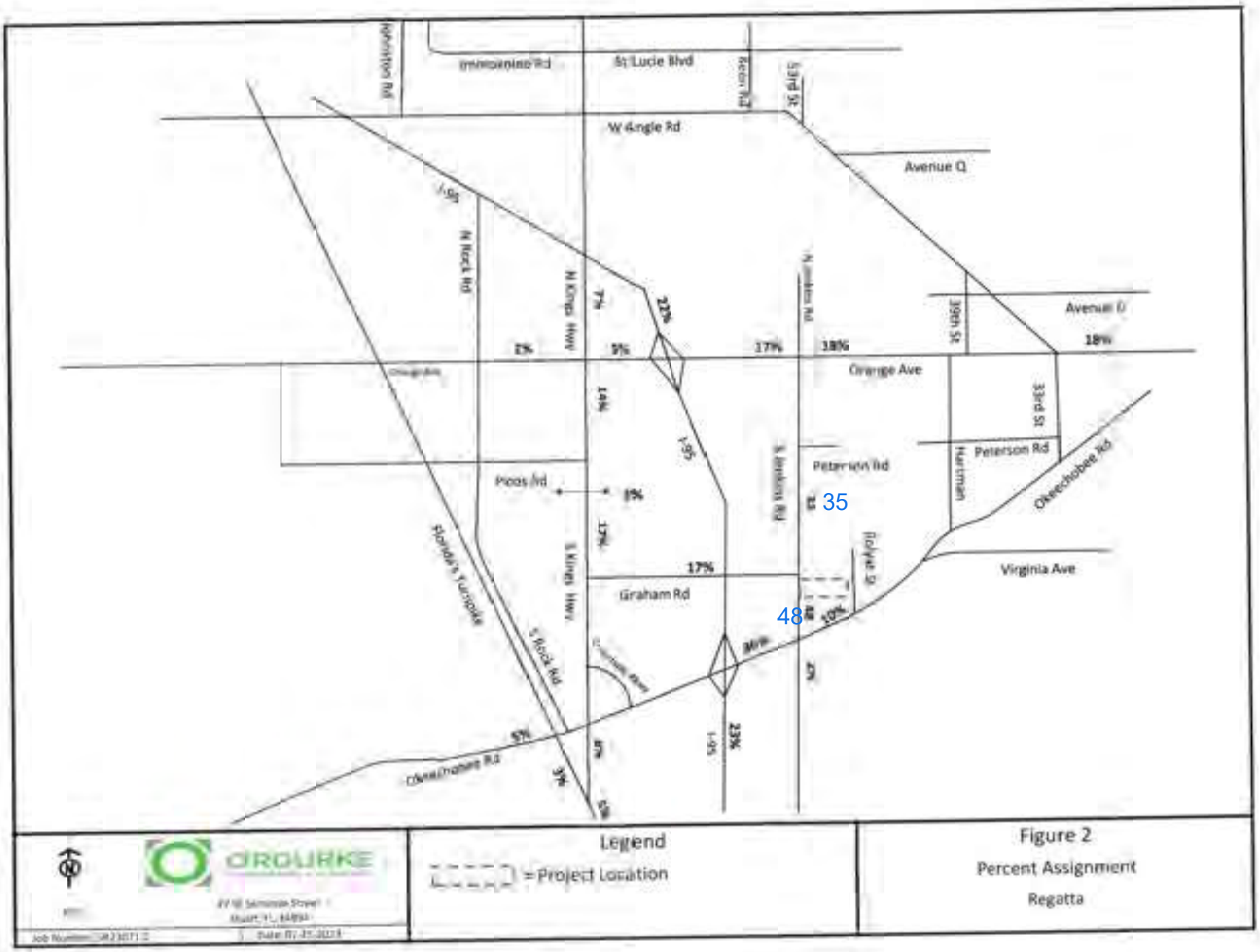
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 0.31(X) + 22.85	24%	76%	29	91	120
TOTALS							**29**	**91**	**120**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Multifamily Housing (Low-Rise)	220	312	DU	T = 0.43(X) + 20.55	63%	37%	98	57	155
TOTALS							**98**	**57**	**155**

Source: ITE 11th Edition Trip Generation Rates


St Lucie Blvd
W Angle Rd
Avenue Q
Orange Ave
Peterson Rd
Virginia Ave
Okeechobee Rd
Graham Rd
Okeechobee Rd
N Kings Hwy
S Kings Hwy
N Rock Rd
S Rock Rd
Johnston Rd
Peters Rd
Hartman
33rd St
39th St
Legend
= Project Location
Figure 2
Percent Assignment
Regatta

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity Peak Hour	Project Percent Assignment
Jenkins Rd.	Owen Holden Rd	Project Driveway	2L	NB	IN	YES	920	14	1.52%	44%
	Owen Holden Rd	Project Driveway	2L	SB	OUT	YES	920	49	5.33%	69%
	Project Driveway	Guilford Rd	2L	NB	OUT	YES	920	47	5.11%	52%
	Project Driveway	Guilford Rd	2L	SB	IN	YES	920	39	4.24%	52%
	Guilford Rd	Patterson Rd	2L	NB	OUT	YES	920	29	3.15%	35%
	Guilford Rd	Patterson Rd	2L	SB	IN	YES	920	32	3.48%	35%
	Patterson Rd	Orange Ave	2L	NB	OUT	NO	920	20	2.17%	35%
	Patterson Rd	Orange Ave	2L	SB	IN	YES	920	32	3.48%	35%
Orange Ave	Campbell Rd	Kings Hwy	4L	NB	IN	NO	1,850	3	0.16%	2%
	Campbell Rd	Kings Hwy	4L	SB	OUT	NO	1,850	3	0.16%	2%
	Kings Hwy	I 95	4LD	EB	IN	NO	2,100	5	0.24%	5%
	Kings Hwy	I 95	4LD	WB	OUT	NO	2,100	15	0.71%	13%
	I 95	Jenkins Rd	4LD	EB	IN	NO	2,100	13	0.62%	13%
	I 95	Jenkins Rd	4LD	WB	OUT	NO	2,100	15	0.71%	13%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	10	0.48%	10%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	19	0.90%	18%
	Hartman	Jungle Rd	4LD	EB	OUT	NO	2,100	10	0.48%	10%
	Hartman	Jungle Rd	4LD	WB	IN	NO	2,100	19	0.90%	18%
Kings Hwy	Owen Holden Rd	Crossroads Pkwy	4LD	EB	IN	NO	2,000	11	0.55%	11%
	Owen Holden Rd	Crossroads Pkwy	4LD	WB	OUT	NO	2,000	9	0.45%	11%
	Crossroads Pkwy	Graham Rd	4LD	EB	IN	NO	2,000	13	0.65%	13%
	Crossroads Pkwy	Graham Rd	4LD	WB	OUT	NO	2,000	13	0.65%	13%
	Graham Rd	Price Rd	4LD	EB	OUT	NO	2,000	15	0.75%	13%
	Graham Rd	Price Rd	4LD	WB	IN	NO	2,000	13	0.65%	13%
	Price Rd	Orange Ave	4LD	EB	OUT	NO	2,000	11	0.55%	10%
	Price Rd	Orange Ave	4LD	WB	IN	NO	2,000	9	0.45%	10%
	Orange Ave	I 95 Overpass	4LD	EB	OUT	NO	2,000	9	0.45%	7%
	Orange Ave	I 95 Overpass	4LD	WB	IN	NO	2,000	2	0.10%	7%
	I 95 Overpass	Jungle Rd	2L	EB	OUT	NO	920	6	0.65%	7%
	I 95 Overpass	Jungle Rd	2L	WB	IN	NO	920	2	0.22%	7%
Owenholden Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	4	0.19%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	3	0.14%	5%
	I95	Jenkins Rd	4LD	EB	IN	NO	2,100	7	0.33%	27%
	I95	Jenkins Rd	4LD	WB	OUT	NO	2,100	23	0.50%	21%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	5	0.22%	10%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	21	1.00%	19%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	3,240	7	0.22%	23%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	3,240	23	0.71%	21%
	Orange Ave	Jenkins Rd	6LD	NB	OUT	NO	3,240	21	0.65%	22%
	Orange Ave	Jenkins Rd	6LD	SB	IN	NO	3,240	9	0.28%	23%

(1) St. Lucie County 2023 Traffic Counts and I-95 Report

IN: 29
OUT: 91

TABLE 2b - Project Percent Impact - PM Peak Hour

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity Peak Hour	Project Percent Assignment
Jenkins Rd	Owen Holden Rd	Project Driveway	2L	NB	IN	YES	920	47	5.11%	69%
	Owen Holden Rd	Project Driveway	2L	SB	OUT	YES	920	21	2.33%	44%
	Project Driveway	Guilford Rd	2L	NB	OUT	YES	920	51	5.54%	52%
	Project Driveway	Guilford Rd	2L	SB	IN	YES	920	29	3.15%	52%
	Guilford Rd	Patterson Rd	2L	NB	OUT	YES	920	32	3.48%	35%
	Guilford Rd	Patterson Rd	2L	SB	IN	YES	920	32	3.48%	35%
	Patterson Rd	Orange Ave	2L	NB	OUT	NO	920	20	2.17%	35%
	Patterson Rd	Orange Ave	2L	SB	IN	YES	920	32	3.48%	35%
Orange Ave	Campbell Rd	Kings Hwy	4L	NB	IN	NO	1,850	3	0.16%	2%
	Campbell Rd	Kings Hwy	4L	SB	OUT	NO	1,850	3	0.16%	2%
	Kings Hwy	I 95	4LD	EB	IN	NO	2,100	7	0.33%	5%
	Kings Hwy	I 95	4LD	WB	OUT	NO	2,100	13	0.62%	13%
	I 95	Jenkins Rd	4LD	EB	IN	NO	2,100	13	0.62%	13%
	I 95	Jenkins Rd	4LD	WB	OUT	NO	2,100	15	0.71%	13%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	10	0.48%	10%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	19	0.90%	18%
	Hartman	Jungle Rd	4LD	EB	OUT	NO	2,100	10	0.48%	10%
	Hartman	Jungle Rd	4LD	WB	IN	NO	2,100	19	0.90%	18%
Kings Hwy	Owen Holden Rd	Crossroads Pkwy	4LD	EB	IN	NO	2,000	11	0.55%	11%
	Owen Holden Rd	Crossroads Pkwy	4LD	WB	OUT	NO	2,000	9	0.45%	11%
	Crossroads Pkwy	Graham Rd	4LD	EB	IN	NO	2,000	13	0.65%	13%
	Crossroads Pkwy	Graham Rd	4LD	WB	OUT	NO	2,000	13	0.65%	13%
	Graham Rd	Price Rd	4LD	EB	OUT	NO	2,000	15	0.75%	13%
	Graham Rd	Price Rd	4LD	WB	IN	NO	2,000	13	0.65%	13%
	Price Rd	Orange Ave	4LD	EB	OUT	NO	2,000	11	0.55%	10%
	Price Rd	Orange Ave	4LD	WB	IN	NO	2,000	9	0.45%	10%
	Orange Ave	I 95 Overpass	4LD	EB	OUT	NO	2,000	9	0.45%	7%
	Orange Ave	I 95 Overpass	4LD	WB	IN	NO	2,000	2	0.10%	7%
	I 95 Overpass	Jungle Rd	2L	EB	OUT	NO	920	6	0.65%	7%
	I 95 Overpass	Jungle Rd	2L	WB	IN	NO	920	2	0.22%	7%
Owenholden Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	5	0.24%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	I95	Jenkins Rd	4LD	EB	IN	NO	2,100	14	0.67%	27%
	I95	Jenkins Rd	4LD	WB	OUT	NO	2,100	12	0.57%	21%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	5	0.24%	10%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	10	0.48%	19%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	3,240	11	0.34%	23%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	3,240	11	0.34%	21%
	Orange Ave	Jenkins Rd	6LD	NB	OUT	NO	3,240	11	0.34%	22%
	Orange Ave	Jenkins Rd	6LD	SB	IN	NO	3,240	22	0.68%	23%

(1) St. Lucie County 2023 Traffic Counts and I-95 Report

IN: 98
OUT: 57

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Net New Trips		
					In	Out	In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	324	DU	T = 6.41(X) + 75.31	50%	50%	1,076	1,076	2,152	1,076	1,076	2,152

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			Net New Trips		
					In	Out	In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	324	DU	T = 0.31(X) + 22.85	24%	76%	30	93	123	30	93	123

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			Net New Trips		
					In	Out	In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise)	220	324	DU	T = 0.43(X) + 20.55	63%	37%	101	59	160	101	59	160

Source: ITE 11th Edition Trip Generation Rates

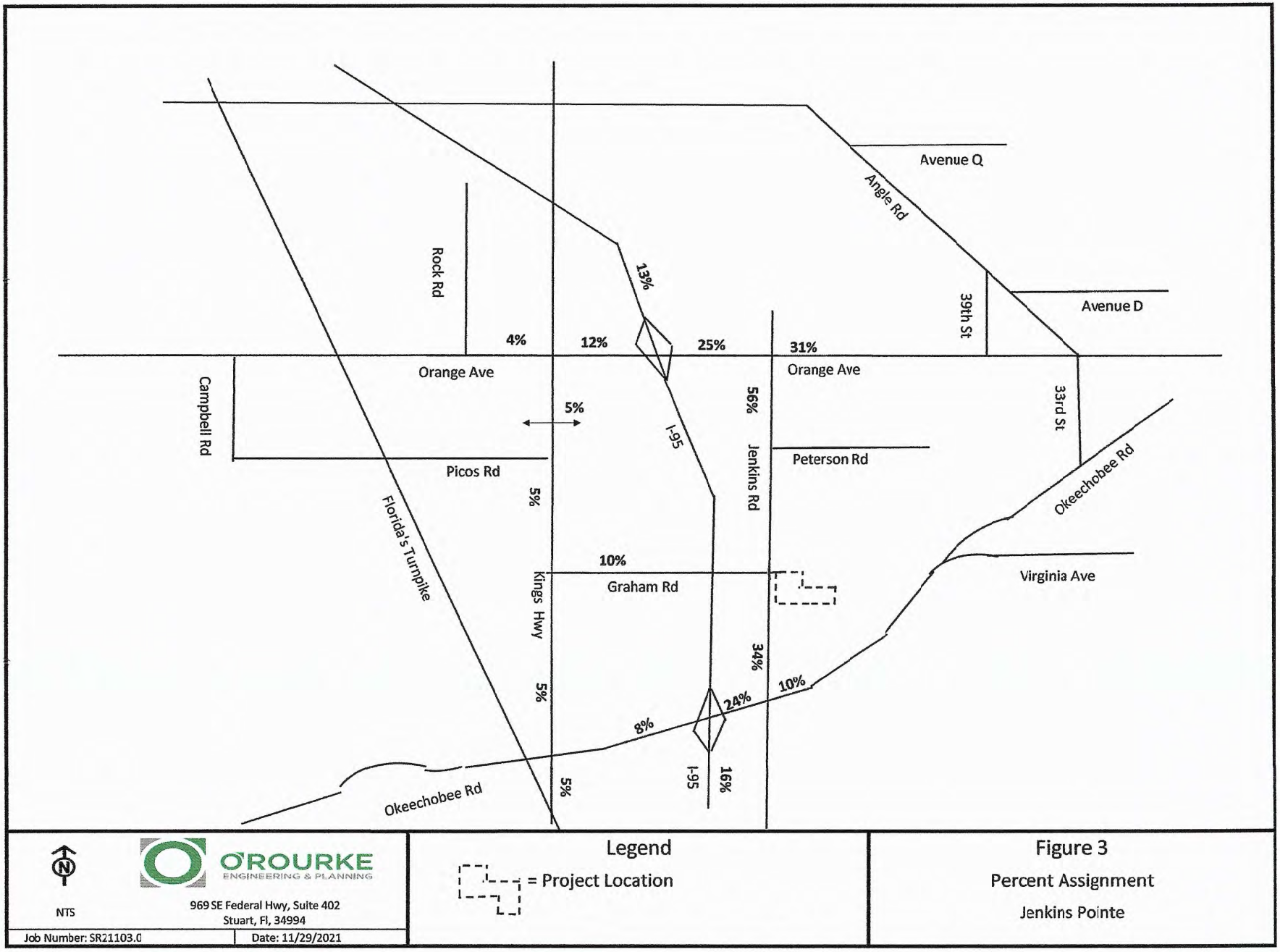

Avenue Q
Angle Rd
Rock Rd
13%
39th St
Avenue D
4%
12%
25%
31%
Orange Ave
Orange Ave
Campbell Rd
5%
56%
33rd St
I-95
Jenkins Rd
Peterson Rd
Picos Rd
Okeechobee Rd
5%
Florida's Turnpike
10%
Graham Rd
Virginia Ave
Kings Hwy
34%
5%
10%
24%
8%
I-95
16%
Okeechobee Rd
5%
NTS
O'ROURKE
ENGINEERING & PLANNING
969 SE Federal Hwy, Suite 402
Stuart, Fl, 34994
Job Number: SR21103.0
Date: 11/29/2021
Legend
= Project Location
Figure 3
Percent Assignment
Jenkins Pointe

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Direction	Lanes	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	% Project of Capacity- Peak Hour	Project Percent Assignment
Jenkins Rd	Orange Ave	Peterson Rd	NB	2L	OUT	YES	920	35	3.80%	66%
	Orange Ave	Peterson Rd	SB	2L	IN	NO	920	11	1.20%	66%
	Peterson Rd	Graham Rd	NB	2L	OUT	YES	630	35	5.56%	66%
	Peterson Rd	Graham Rd	SB	2L	IN	NO	630	11	1.75%	66%
	Graham Rd	Okeechobee Rd	NB	2L	IN	NO	920	5	0.54%	34%
	Graham Rd	Okeechobee Rd	SB	2L	OUT	YES	920	18	1.96%	34%
Orange Ave	Campbell Rd	Kings Hwy	EB	2L	IN	NO	1,070	1	0.09%	4%
	Campbell Rd	Kings Hwy	WB	2L	OUT	NO	1,070	2	0.19%	4%
	Kings Hwy	I-95	EB	4LD	IN	NO	2,000	2	0.10%	13%
	Kings Hwy	I-95	WB	4LD	OUT	NO	2,000	7	0.35%	13%
	I-95	Jenkins Rd	EB	4LD	IN	NO	2,000	4	0.20%	26%
	I-95	Jenkins Rd	WB	4LD	OUT	NO	2,000	14	0.70%	26%
	Jenkins Rd	Hartman Rd	EB	4LD	OUT	NO	2,000	21	1.05%	40%
	Jenkins Rd	Hartman Rd	WB	4LD	IN	NO	2,000	6	0.30%	40%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Okeechobee Rd	Crossroads Pkwy	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Crossroads Pkwy	Graham Rd	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Crossroads Pkwy	Graham Rd	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Graham Rd	Picos Rd	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Graham Rd	Picos Rd	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Picos Rd	Orange Ave	NB	4LD	IN	NO	2,000	1	0.05%	5%
	Picos Rd	Orange Ave	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Orange Ave	Angle Rd	NB	4LD	OUT	NO	2,000	5	0.25%	10%
	Orange Ave	Angle Rd	SB	4LD	IN	NO	2,000	2	0.10%	10%
Okeechobee Rd	I95	Jenkins Rd	EB	6LD	IN	NO	4,240	4	0.09%	26%
	I95	Jenkins Rd	WB	6LD	OUT	NO	4,240	14	0.33%	26%
	Jenkins Rd	McNeil Rd	EB	6LD	OUT	NO	4,040	4	0.10%	8%
	Jenkins Rd	McNeil Rd	WB	6LD	IN	NO	4,040	1	0.02%	8%
	McNeil Rd	Virginia Ave	EB	6LD	OUT	NO	3,170	4	0.13%	8%
	McNeil Rd	Virginia Ave	WB	6LD	IN	NO	3,170	1	0.03%	8%
Angle Rd	53rd St	Keen Rd	EB	2L	OUT	NO	630	5	0.79%	10%
	53rd St	Keen Rd	WB	2L	IN	NO	630	2	0.32%	10%
	Keen Rd	Kings Hwy	EB	2L	OUT	NO	880	5	0.57%	10%
	Keen Rd	Kings Hwy	WB	2L	IN	NO	880	2	0.23%	10%

(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

Net In: 16
Net Out: 53

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Direction	Lanes	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	% Project of Capacity- Peak Hour	Project Percent Assignment
Jenkins Rd	Orange Ave	Peterson Rd	NB	2L	OUT	YES	920	39	4.24%	66%
	Orange Ave	Peterson Rd	SB	2L	IN	YES	920	67	7.28%	66%
	Peterson Rd	Graham Rd	NB	2L	OUT	YES	630	39	6.19%	66%
	Peterson Rd	Graham Rd	SB	2L	IN	YES	630	67	10.63%	66%
	Graham Rd	Okeechobee Rd	NB	2L	IN	YES	920	34	3.70%	34%
	Graham Rd	Okeechobee Rd	SB	2L	OUT	YES	920	20	2.17%	34%
Orange Ave	Campbell Rd	Kings Hwy	EB	2L	IN	NO	1,070	4	0.37%	4%
	Campbell Rd	Kings Hwy	WB	2L	OUT	NO	1,070	2	0.19%	4%
	Kings Hwy	I-95	EB	4LD	IN	NO	2,000	13	0.65%	13%
	Kings Hwy	I-95	WB	4LD	OUT	NO	2,000	8	0.40%	13%
	I-95	Jenkins Rd	EB	4LD	IN	NO	2,000	26	1.30%	26%
	I-95	Jenkins Rd	WB	4LD	OUT	NO	2,000	15	0.75%	26%
	Jenkins Rd	Hartman Rd	EB	4LD	OUT	NO	2,000	24	1.20%	40%
	Jenkins Rd	Hartman Rd	WB	4LD	IN	NO	2,000	40	2.00%	40%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	4LD	IN	NO	2,000	5	0.25%	5%
	Okeechobee Rd	Crossroads Pkwy	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Crossroads Pkwy	Graham Rd	NB	4LD	IN	NO	2,000	5	0.25%	5%
	Crossroads Pkwy	Graham Rd	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Graham Rd	Picos Rd	NB	4LD	IN	NO	2,000	5	0.25%	5%
	Graham Rd	Picos Rd	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Picos Rd	Orange Ave	NB	4LD	IN	NO	2,000	5	0.25%	5%
	Picos Rd	Orange Ave	SB	4LD	OUT	NO	2,000	3	0.15%	5%
	Orange Ave	Angle Rd	NB	4LD	OUT	NO	2,000	6	0.30%	10%
	Orange Ave	Angle Rd	SB	4LD	IN	NO	2,000	10	0.50%	10%
Okeechobee Rd	I95	Jenkins Rd	EB	6LD	IN	NO	4,240	26	0.61%	26%
	I95	Jenkins Rd	WB	6LD	OUT	NO	4,240	15	0.35%	26%
	Jenkins Rd	McNeil Rd	EB	6LD	OUT	NO	4,040	5	0.12%	8%
	Jenkins Rd	McNeil Rd	WB	6LD	IN	NO	4,040	8	0.20%	8%
	McNeil Rd	Virginia Ave	EB	6LD	OUT	NO	3,170	5	0.16%	8%
	McNeil Rd	Virginia Ave	WB	6LD	IN	NO	3,170	8	0.25%	8%
Angle Rd	53rd St	Keen Rd	EB	2L	OUT	NO	630	6	0.95%	10%
	53rd St	Keen Rd	WB	2L	IN	NO	630	10	1.59%	10%
	Keen Rd	Kings Hwy	EB	2L	OUT	NO	880	6	0.68%	10%
	Keen Rd	Kings Hwy	WB	2L	IN	NO	880	10	1.14%	10%

(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

Net In: 101
Net Out: 59

Celebration Pointe

Exhibit 3
Celebration Pointe (United Homes)
Trip Generation

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips
Residential-Single	210	318 Dus	9.57 /DU	3,043
Residential-Townhomes	230	437 DUs	5.86 /DU	2,561
TOTALS		755 Dus		5,604

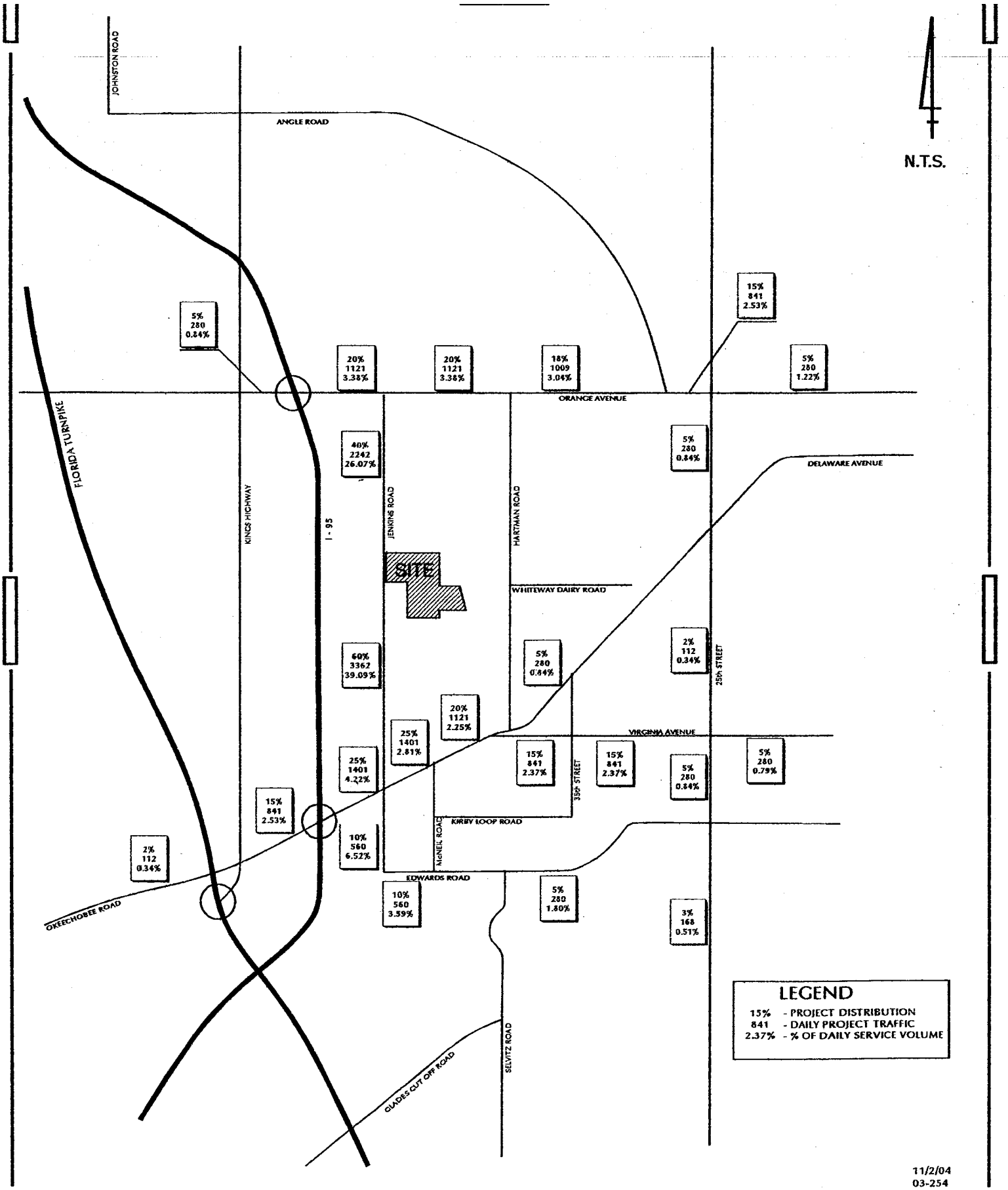
AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Residential-Single	210	318 Dus	0.75 /DU (25/75)	60	179	239
Residential-Townhomes	230	437 DUs	0.44 /DU(17/83)	33	159	192
TOTALS		755 Dus		93	338	431

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate (1)	Total Trips		
				In	Out	Total
Residential-Single	210	318 Dus	1.01 /DU (64/36)	205	116	321
Residential-Townhomes	230	437 DUs	0.54 /DU(67/33)	158	78	236
TOTALS		755 Dus		363	194	557

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 6th Edition.



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CELEBRATION POINTE (UNITED HOMES)

EXHIBIT 4 PROJECT TRAFFIC ASSIGNMENT

PTC

Exhibit 5
Celebration Pointe (United Homes)
Future Traffic Conditions

Roadway	Link	Lanes	DAILY					LOS
			Existing (2003) (1)	Committed Trips (1)	Project (2)	Total	LOS C Capacity	
Orange Avenue	West of 13th Street	4	12,500	0	280	12,780	22,900	B
	East of Angle Road	4	15,900	0	841	16,741	33,200	B
	West of Angle Road	4	11,700	0	1,009	12,709	33,200	B
	East of Jenkins Road	4	11,100	0	1,121	12,221	33,200	B
	East of I-95	4	12,800	0	1,121	13,921	33,200	B
	West of I-95	4	17,700	0	280	17,980	33,200	B
Okeechobee Road	West of 33rd Street	4	12,800	0	280	13,080	33,200	B
	West of Virginia Avenue	6	29,900	0	1,121	31,021	49,900	B
	East of Jenkins Road	6	21,000	0	1,401	22,401	49,900	B
	East of I-95	4	26,700	0	1,401	28,101	33,200	C
	West of I-95	4	27,300	0	841	28,141	33,200	C
	East of Turnpike	4	28,800	0	841	29,641	33,200	C
	West of Turnpike	4	7,000	0	112	7,112	33,200	B
Jenkins Road	North of Site	2	5,200	0	2,242	7,442	8,600	C
	South of Site	2	5,200	0	3,362	8,562	8,600	C
	South of Okeechobee Road	2	7,000	0	560	7,560	8,600	C
Virginia Avenue	East of 25th Street	6	26,200	0	841	27,041	35,500	C
	West of 25th Street	6	22,000	0	841	22,841	35,500	C
	East of Okeechobee Road	6	19,700	0	280	19,980	35,500	B
Edwards Road	West of 25th Street	2	10,400	0	280	10,680	15,600	C
	West of Selvitz Road	2	9,100	510	560	10,170	15,600	C
25th Street	South of Orange Avenue	4	19,500	30	280	19,810	33,200	B
	South of Okeechobee Road	4	24,600	181	112	24,893	33,200	C
	South of Virginia Avenue	4	19,500	2,798	280	22,578	33,200	B
	South of Edwards Road (3)	4	16,300	3,078	168	19,546	33,200	B

(1) Source: Spring, 2003 Traffic Counts, St. Lucie Urban Area MPO.
(2) See Exhibit 4.
(3) Analysis reflects roadway improvement.

Whispering Oaks

| NM APPROVED PROJECTS | | | 39 Acre Residential Development | | | | | 9 Kings Center St. Lucie County | | | | | 10 Village of Sunset Lakes St. Lucie County | | | | | Mariner Cove Ft. Pierce | | | | | 43 Bent Creek@ 50% Complete City of Fort Pierce | | | | | 44 Celebration Pointe @25% Complete City of Fort Pierce | | | | | 37 Whispering Oaks | | | | | St. Lucie Commerce Center @25% Complete | | | | | WaWa | | | | | SUM Daily | | SUM 2 Way | | IUM Directional N/E | | IUM Directional S/W | | Two Way | | Directional N/E | | Directional S/W | |
|---|---|---

| PM APPROVED PROJECTS | | | 39 Acre Residential Development | | | | | 1 Kings Center St. Lucie County | | | | | 10 Village of Sunset Lakes St. Lucie County | | | | | Mariner Cove Ft. Pierce | | | | | 43 Bent Creek @ 50% Complete City of Fort Pierce | | | | | 44 Celebration Pointe @ 25% Complete City of Fort Pierce | | | | | Subject to Dat | | | | | St. Lucie Commerce Center @25% Complete | | | | | WaWa | | | | | SUM Daily | | SUM 2 Way | | SUM Directional N/E | | SUM Directional S/W | | Two Way | Directional N/E | | Directional S/W | |
|---|---|---

PROJECT TRAFFIC

Alan Construction

Traffic Generation

The study uses trip generation rates for Warehousing (ITE Land Use 150) and General Office Building (ITE Land Use 710) published in the Institute of Traffic Engineers' (ITE) report, *Trip Generation (11th Edition)*. The proposed development plan consists of the following:

Proposed Use

- 13,560 SF of Warehousing (ITE Land Use 150)
- 6,096 SF of General Office Building (ITE Land Use 710)

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

- 162 daily, 40 AM peak hour (32 in/8 out), and 44 PM peak hour (11 in/33 out) trips.

Table 1 presents the proposed project's trip generation.

Table 1. Trip Generation

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
Estimated Maximum Zoning Traffic								
Warehousing	13.560 1000 SF	60	25	19	6	28	8	20
General Office Building	6.096 1000 SF	102	15	13	2	16	3	13
Subtotal		162	40	32	8	44	11	33
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		162	40	32	8	44	11	33
NET CHANGE IN DRIVEWAY VOLUMES		162	40	32	8	44	11	33

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
Warehousing	150	1000 SF	T = 1.58 (X) + 38.29	0%	77/23	T = 0.12 (X) + 23.62	28/72	T = 0.12 (X) + 26.48
General Office Building	710	1000 SF	Ln(T) = 0.87 Ln(X) + 3.05	0%	88/12	Ln(T) = 0.86 Ln(X) + 1.16	17/83	Ln(T) = 0.83 Ln(X) + 1.29

ITE 11th Edition

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Internal Capture

The site contains no internal capture.

Pass-by Trip Capture

The pass-by rate is 0.

Radius of Impact

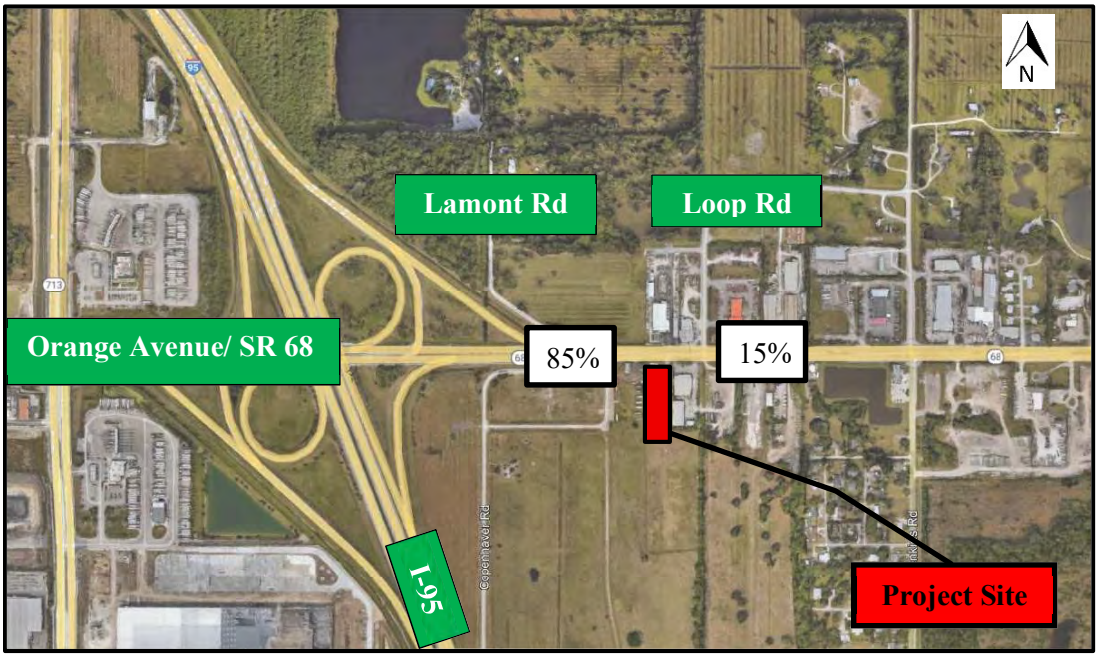
Based on St. Lucie County Traffic impact study (TIS) Methodology and Procedures the radius of impact for daily trips less than 200 is all site driveways connections and segments directly accessed by the proposed development. Therefore Orange Avenue / SR 68 road segment from I-95 to Jenkins radius the radius of impact.

TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution and assignment were determined using engineering judgment, trip lengths based on the uses and from a review of the roadway network. The overall distribution is summarized by general directions. The distributed external trips for the project were assigned to the roadway network within the radius of influence based on the distribution. The traffic assignment is illustrated in Figure 2.

EAST	-	15 percent
WEST	-	85 percent

Figure 2. Traffic Assigment



SIGNIFICANCE

Significant Impact

The traffic assignment was compared to the roadway capacities. Impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments are considered to have a significant impact. Table 2 displays the roadway segments with significant impacts.

Table 2. Project Impacts – Peak Hour

Roadway	From	To	Lanage	Assign	Project Trips	Service Volume	Significance	Significance Impact?
Orange Avenue / SR 68	I-95	Lamont Rd	4-Lanes	85%	28	1,810	1.55%	no
Orange Avenue / SR 68	Lamont Rd	Loop Road	4-Lanes	100%	33	1,810	1.82%	**YES**
Orange Avenue / SR 68	Loop Road	Jenkins Road	4-Lanes	15%	5	1,810	0.28%	no

HISTORIC GROWTH RATE

In order to provide accurate traffic analysis, the growth rate at each intersection was determined by a volume-weighted averaging of the growth on each leg of the intersection as shown in Table 3. The historic annual growth rate on the surrounding facilities between 2019 and 2024 is 5.3%.

Table 3. Growth Rate Calculation

GROWTH RATE CALCULATION								
		AADT					Annual Absolute Growth	Growth rate
Station	Description	2019	2021	2022	2023	2024		
94-0035	SR 68 / ORANGE AVE - E OF SR 9/I-95	15,300	13,400	16,200	17,700	18,400	770.27027	4.2%
94-4016	I-95 NB OFF RAMP TO EB SR 68/ORANGE AVE	2,600	4,300	4,600		4,400	357.692308	8.1%
94-4518	I-95 SB OFF RAMP TO WB SR-68/ORANGE AVE	1,900	3,200	2,700		2,800	153.846154	5.5%
94-4516	I-95 NB OFF RAMP TO WB SR 68/ORANGE AVE	4,000	5,000	5,600		5,800	369.230769	6.4%
							Historical Growth Rate =	5.3%
							Growth Rate Used =	5.3%

Avalon Crossing

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	249	DU	Ln(T) = 0.92Ln(X) + 2.68	50%	50%	1,168	1,168	2,336
TOTALS							**1,168**	**1,168**	**2,336**

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	249	DU	Ln(T) = 0.91Ln(X) + 0.12	25%	75%	43	128	171
TOTALS							**43**	**128**	**171**

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	249	DU	Ln(T) = 0.94Ln(X) + 0.27	63%	37%	147	87	234
TOTALS							**147**	**87**	**234**

Source: ITE 11th Edition Trip Generation Rates

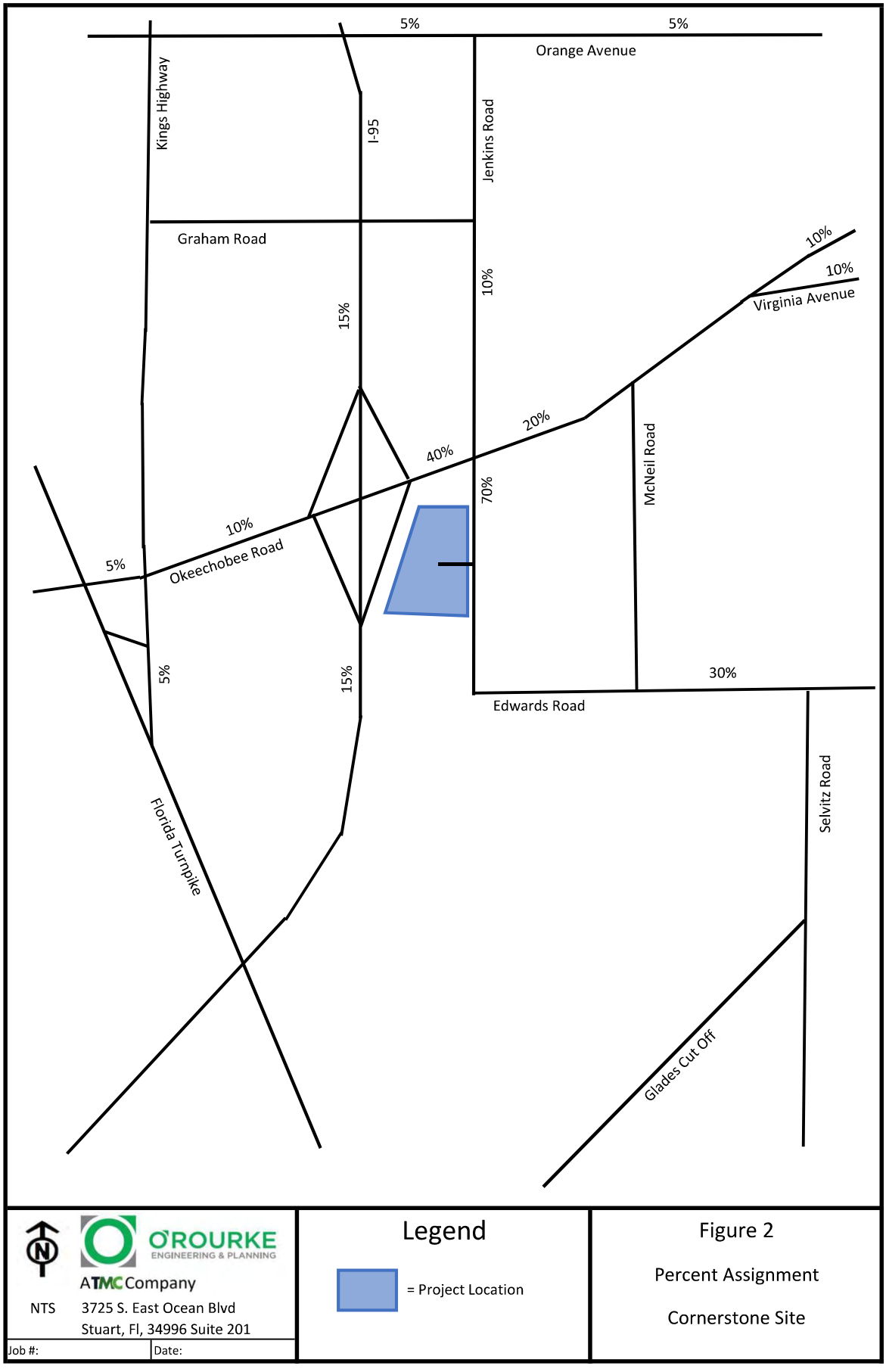

5%
5%
Orange Avenue
Kings Highway
I-95
Jenkins Road
Graham Road
10%
10%
Virginia Avenue
15%
10%
20%
40%
McNeil Road
70%
10%
5%
Okeechobee Road
5%
15%
30%
Edwards Road
Florida Turnpike
Selvitz Road
Glades Cut Off
Legend
= Project Location
Figure 2
Percent Assignment
Cornerstone Site
O'ROURKE
ENGINEERING & PLANNING
ATMC Company
NTS
3725 S. East Ocean Blvd
Stuart, Fl, 34996 Suite 201
Job #:
Date:

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	OUT	YES	630	38	6.03%	30%
	Jenkins Rd	McNeil Rd	2L	WB	IN	NO	630	13	2.06%	30%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	YES	700	38	5.43%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	NO	700	13	1.86%	30%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	6	0.65%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	2	0.22%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	6	0.95%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	2	0.32%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	13	1.41%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	4	0.43%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	90	10.23%	70%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	30	3.41%	70%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	2	0.10%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	6	0.29%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	6	0.29%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	2	0.10%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	2	0.10%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	6	0.29%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	4	0.09%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	13	0.31%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	4	0.09%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	13	0.31%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	17	0.40%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	51	1.20%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	26	0.64%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	9	0.22%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	26	0.82%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	9	0.28%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	13	0.62%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	4	0.19%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	13	0.43%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	4	0.13%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	19	0.26%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	6	0.08%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	6	0.11%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	19	0.35%	15%

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

IN: 43
OUT: 128

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	2L	EB	OUT	NO	630	26	4.13%	30%
	Jenkins Rd	McNeil Rd	2L	WB	IN	YES	630	44	6.98%	30%
	McNeil Rd	Selvitz Rd	2L	EB	OUT	NO	700	26	3.71%	30%
	McNeil Rd	Selvitz Rd	2L	WB	IN	YES	700	44	6.29%	30%
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	OUT	NO	920	4	0.43%	5%
	Orange Ave	Peterson Rd	2L	SB	IN	NO	920	7	0.76%	5%
	Peterson Rd	Graham Rd	2L	NB	OUT	NO	630	4	0.63%	5%
	Peterson Rd	Graham Rd	2L	SB	IN	NO	630	7	1.11%	5%
	Graham Rd	Okeechobee Rd	2L	NB	OUT	NO	920	9	0.98%	10%
	Graham Rd	Okeechobee Rd	2L	SB	IN	NO	920	15	1.63%	10%
	Okeechobee Rd	Edwards Rd	2L	NB	OUT	YES	880	61	6.93%	70%
	Okeechobee Rd	Edwards Rd	2L	SB	IN	YES	880	103	11.70%	70%
Orange Ave	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	7	0.33%	5%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	5%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	7	0.33%	5%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	7	0.33%	5%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	4	0.19%	5%
	Kings Hwy	Crossroads Pkwy	8LD	EB	IN	NO	4,240	15	0.35%	10%
	Kings Hwy	Crossroads Pkwy	8LD	WB	OUT	NO	4,240	9	0.21%	10%
	Crossroads Pkwy	I-95	8LD	EB	IN	NO	4,240	15	0.35%	10%
	Crossroads Pkwy	I-95	8LD	WB	OUT	NO	4,240	9	0.21%	10%
	I95	Jenkins Rd	6LD	EB	IN	NO	4,240	59	1.39%	40%
	I95	Jenkins Rd	6LD	WB	OUT	NO	4,240	35	0.83%	40%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,040	17	0.42%	20%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,040	29	0.72%	20%
	McNeil Rd	Virginia Ave	6LD	EB	OUT	NO	3,170	17	0.54%	20%
	McNeil Rd	Virginia Ave	6LD	WB	IN	NO	3,170	29	0.91%	20%
	Virginia Ave	Hartman Rd	4LD	EB	OUT	NO	2,100	9	0.43%	10%
	Virginia Ave	Hartman Rd	4LD	WB	IN	NO	2,100	15	0.71%	10%
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	EB	OUT	NO	3,020	9	0.30%	10%
	Okeechobee Rd	Hartman Rd	6LD	WB	IN	NO	3,020	15	0.50%	10%
I-95	Orange Ave	Okeechobee Rd	8LD	NB	OUT	NO	7,320	13	0.18%	15%
	Orange Ave	Okeechobee Rd	8LD	SB	IN	NO	7,320	22	0.30%	15%
	Okeechobee Rd	Midway Rd	6LD	NB	IN	NO	5,500	22	0.40%	15%
	Okeechobee Rd	Midway Rd	6LD	SB	OUT	NO	5,500	13	0.24%	15%

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

IN: 147
OUT: 87

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	2024 Peak Hour Volumes (1)	Growth Rate (2)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	AM Peak Hour Committed Projects Directional	2027 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	WB	OUT	YES	0.51	742	4.94%	857	764	30	794	857	630(5)	38	895	6.03%	YES (4)	30%
	McNeil Rd	Selvitz Rd	WB	OUT	YES	0.51	742	4.94%	857	764	30	794	857	700(5)	38	895	5.43%	YES (4)	30%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.51	729	4.94%	842	751	169	920	920	880	90	1010	10.23%	YES (4)	70%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.49	700	4.94%	809	722	58	780	809	880	30	839	3.41%	YES	70%

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

(1) St. Lucie County Traffic Counts and Level of Service Report 2024

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly County Data

(4) Fails with background traffic therefore improvements assumed in place

(5) Roadway is anticipated to be widened

Net In: 43
Net Out: 128
Years Grown: 3

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 5% (1% on Adjacent Links)	D Factor (3)	2024 Peak Hour Volumes (1)	Growth Rate (2)	2027 Peak Hour Volumes w/ Growth Factor	2027 Peak Hour w/ 1% Growth	PM Peak Hour Committed Projects Directional	2027 1% Growth + Committed Peak Direction	Higher of Growth Rate or 1% + Commited	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Edwards Rd	Jenkins Rd	McNeil Rd	EB	IN	YES	0.52	718	4.94%	830	740	33	773	830	630(5)	44	874	6.98%	YES (4)	30%
	McNeil Rd	Selvitz Rd	EB	IN	YES	0.52	718	4.94%	830	740	33	773	830	700(5)	44	874	6.29%	YES (4)	30%
Jenkins Rd	Okeechobee Rd	Edwards Rd	NB	OUT	YES	0.43	558	4.94%	645	575	108	683	683	880	61	744	6.93%	YES	70%
	Okeechobee Rd	Edwards Rd	SB	IN	YES	0.57	740	4.94%	855	762	174	936	936	880	103	1039	11.70%	YES (4)	70%

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

(1) St. Lucie County Traffic Counts and Level of Service Report 2024

(2) Growth rate calculated from FDOT Historical Traffic Counts

(3) FDOT Hourly Count Data

(4) Fails with background traffic therefore improvements assumed in place

(5) Roadway is anticipated to be widened

Net In: 147
Net Out: 87
Years Grown: 3

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office Building	710	39,752	Sft	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	260	260	520
Warehousing	150	334,258	Sft	T = 1.58(X) + 38.29	50%	50%	283	283	566
TOTAL		**374,010**					**543**	**543**	**1,086**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office Building	710	39,752	Sft	T = 0.86Ln(X) + 1.16	88%	12%	67	9	76
Warehousing	150	334,258	Sft	T = 0.17(X)	77%	23%	44	13	57
TOTAL		**374,010**					**111**	**22**	**133**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office Building	710	39,752	Sft	Ln(T) = 0.83Ln(X) + 1.29	17%	83%	13	64	77
Warehousing	150	334,258	Sft	T = 0.18(X)	28%	72%	17	43	60
TOTAL		**374,010**					**30**	**107**	**137**

Source: ITE 11th Edition Trip Generation Rates

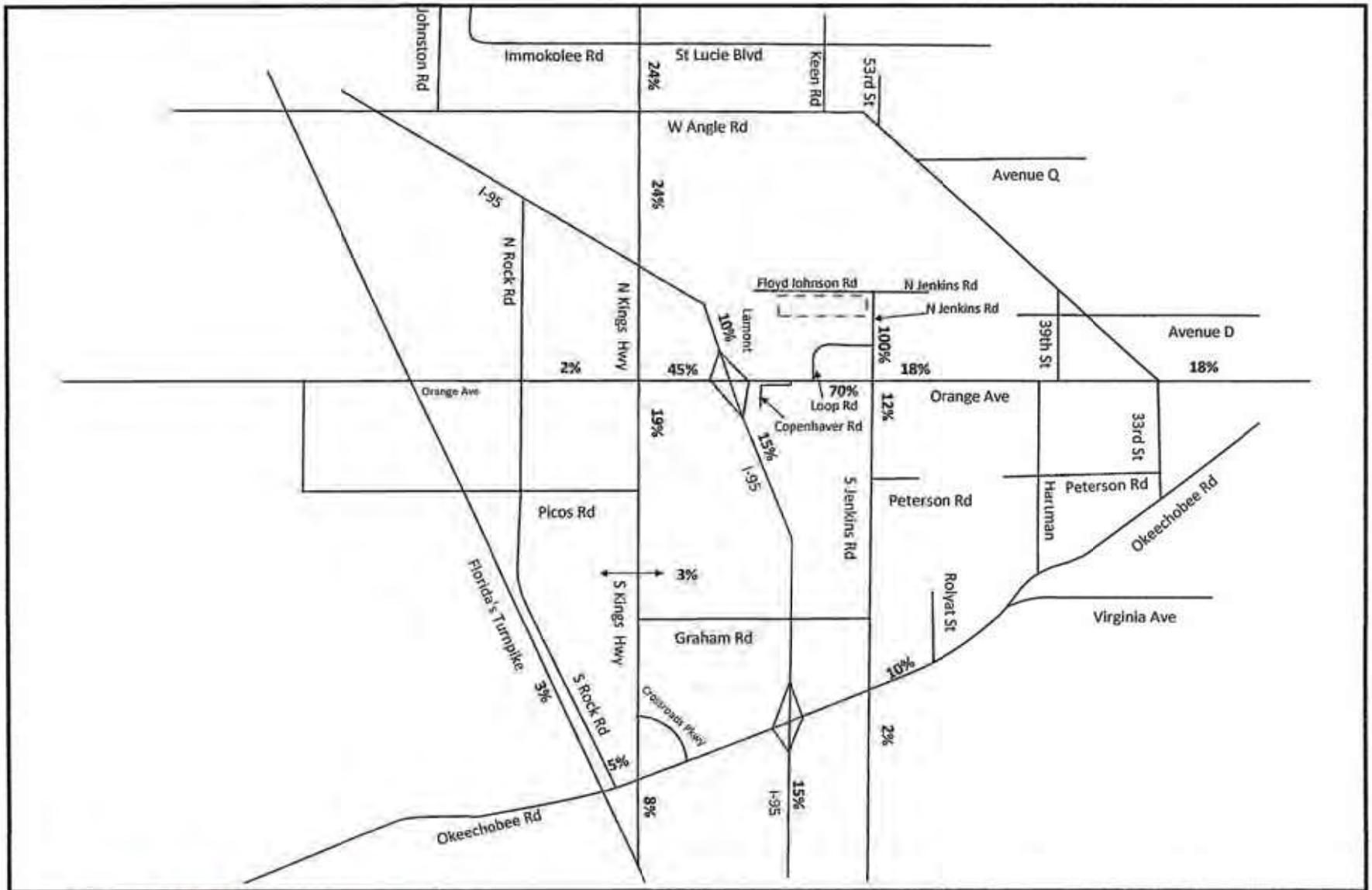

Johnston Rd
Immokolee Rd
St Lucie Blvd
Keen Rd
53rd St
24%
W Angle Rd
Avenue Q
I-95
N Rock Rd
N Kings Hwy
Floyd Johnson Rd
N Jenkins Rd
N Jenkins Rd
Lamont
10%
100%
39th St
Avenue D
18%
2%
45%
18%
Orange Ave
70%
Loop Rd
Copenhaver Rd
Orange Ave
12%
19%
15%
I-95
S Jenkins Rd
33rd St
Peterson Rd
Hartman
Peterson Rd
Okeechobee Rd
Picos Rd
3%
Florida's Turnpike
S Kings Hwy
Rolyat St
Virginia Ave
Graham Rd
10%
S Rock Rd
3%
5%
Crossroads Pkwy
2%
8%
I-95
15%
Okeechobee Rd
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, FL, 34994
Job Number: SR22031.0
Date: 5.30.2023
Legend
= Project Location
Figure 3
Percent Assignment
Orange 95 Commerce Center - Parcels D & E

TABLE 2a - Project Percent Impact - AM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity* (1)	Project Volume Peak Direction	% Project of Capacity- Peak Hour	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	NB	IN	NO	920	13	1.41%	12%
	Okeechobee Rd	Graham Rd	2L	SB	OUT	NO	920	3	0.33%	12%
	Graham Rd	Peterson Rd	2L	NB	IN	NO	630	13	2.06%	12%
	Graham Rd	Peterson Rd	2L	SB	OUT	NO	630	3	0.48%	12%
	Peterson Rd	Orange Ave	2L	NB	IN	NO	920	13	1.41%	12%
	Peterson Rd	Orange Ave	2L	SB	OUT	NO	920	3	0.33%	12%
	Orange Ave	Loop Rd	2L	NB	IN	YES	616*	111	18.02%	100%
	Orange Ave	Loop Rd	2L	SB	OUT	YES	616*	22	3.57%	100%
Orange Ave	Campbell Rd	Kings Hwy	2L	EB	IN	NO	1,070	2	0.19%	2%
	Campbell Rd	Kings Hwy	2L	WB	OUT	NO	1,070	0	0.00%	2%
	Kings Hwy	I-95	4LD	EB	IN	NO	2,100	50	2.38%	45%
	Kings Hwy	I-95	4LD	WB	OUT	NO	2,100	10	0.48%	45%
	I-95	Jenkins Rd	4LD	EB	IN	YES	2,100	78	3.71%	70%
	I-95	Jenkins Rd	4LD	WB	OUT	NO	2,100	15	0.71%	70%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	18%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	20	0.95%	18%
	Hartman	Angle Rd	4LD	EB	OUT	NO	2,100	4	0.19%	18%
	Hartman	Angle Rd	4LD	WB	IN	NO	2,100	20	0.95%	18%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	NB	IN	NO	2,000	18	0.90%	16%
	Okeechobee Rd	Crossroads Pkwy	4LD	SB	OUT	NO	2,000	4	0.20%	16%
	Crossroads Pkwy	Graham Rd	4LD	NB	IN	NO	2,000	18	0.90%	16%
	Crossroads Pkwy	Graham Rd	4LD	SB	OUT	NO	2,000	4	0.20%	16%
	Graham Rd	Picos Rd	4LD	NB	IN	NO	2,000	21	1.05%	19%
	Graham Rd	Picos Rd	4LD	SB	OUT	NO	2,000	4	0.20%	19%
	Picos Rd	Orange Ave	4LD	NB	IN	NO	2,000	21	1.05%	19%
	Picos Rd	Orange Ave	4LD	SB	OUT	NO	2,000	4	0.20%	19%
	Orange Ave	I-95 Overpass	4LD	SB	OUT	NO	2,000	5	0.25%	24%
	Orange Ave	I-95 Overpass	4LD	SB	IN	NO	2,000	27	1.35%	24%
	I-95 Overpass	Angle Rd	2L	NB	OUT	NO	920	5	0.54%	24%
	I-95 Overpass	Angle Rd	2L	SB	IN	NO	920	27	2.93%	24%
	Angle Rd	St. Lucie Blvd	2L	NB	OUT	NO	880	5	0.57%	24%
	Angle Rd	St. Lucie Blvd	2L	SB	IN	YES	880	27	3.07%	24%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	9	0.43%	8%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	2	0.10%	8%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,240	2	0.05%	10%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,240	11	0.26%	10%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	5,500	17	0.31%	15%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	5,500	3	0.05%	15%
	Okeechobee Rd	Orange Ave	8LD	NB	IN	NO	7,320	17	0.23%	15%
	Okeechobee Rd	Orange Ave	8LD	SB	OUT	NO	7,320	3	0.04%	15%
	Orange Ave	Indrio Rd	8LD	NB	OUT	NO	7,320	3	0.04%	10%
	Orange Ave	Indrio Rd	8LD	SB	IN	NO	7,320	11	0.15%	10%

*Peak Hour Sevice Capacity calculated using the 2020 Quality/LOS Handbook (FDOT) (Class I Undivided with -10% non-state and -20% no turn lanes = 880 x 0.70 = 616)

(1) St. Lucie County 2022 Traffic Counts and LOS Report

IN: 111
OUT: 22

TABLE 2b - Project Percent Impact - PM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	Peak Hour Service Capacity* (1)	Project Volume Peak Direction	% Project of Capacity- Peak Hour	Project Percent Assignment
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	NB	IN	NO	920	4	0.43%	12%
	Okeechobee Rd	Graham Rd	2L	SB	OUT	NO	920	13	1.41%	12%
	Graham Rd	Peterson Rd	2L	NB	IN	NO	630	4	0.63%	12%
	Graham Rd	Peterson Rd	2L	SB	OUT	NO	630	13	2.06%	12%
	Peterson Rd	Orange Ave	2L	NB	IN	NO	920	4	0.43%	12%
	Peterson Rd	Orange Ave	2L	SB	OUT	NO	920	13	1.41%	12%
	Orange Ave	Loop Rd	2L	NB	IN	YES	616*	30	4.87%	100%
	Orange Ave	Loop Rd	2L	SB	OUT	YES	616*	107	17.37%	100%
Orange Ave	Campbell Rd	Kings Hwy	2L	EB	IN	NO	1,070	1	0.09%	2%
	Campbell Rd	Kings Hwy	2L	WB	OUT	NO	1,070	2	0.19%	2%
	Kings Hwy	I-95	4LD	EB	IN	NO	2,100	14	0.67%	45%
	Kings Hwy	I-95	4LD	WB	OUT	NO	2,100	48	2.29%	45%
	I-95	Jenkins Rd	4LD	EB	IN	NO	2,100	21	1.00%	70%
	I-95	Jenkins Rd	4LD	WB	OUT	YES	2,100	75	3.57%	70%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	19	0.90%	18%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	5	0.24%	18%
	Hartman	Angle Rd	4LD	EB	OUT	NO	2,100	19	0.90%	18%
	Hartman	Angle Rd	4LD	WB	IN	NO	2,100	5	0.24%	18%
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	NB	IN	NO	2,000	5	0.25%	16%
	Okeechobee Rd	Crossroads Pkwy	4LD	SB	OUT	NO	2,000	17	0.85%	16%
	Crossroads Pkwy	Graham Rd	4LD	NB	IN	NO	2,000	5	0.25%	16%
	Crossroads Pkwy	Graham Rd	4LD	SB	OUT	NO	2,000	17	0.85%	16%
	Graham Rd	Picos Rd	4LD	NB	IN	NO	2,000	6	0.30%	19%
	Graham Rd	Picos Rd	4LD	SB	OUT	NO	2,000	20	1.00%	19%
	Picos Rd	Orange Ave	4LD	NB	IN	NO	2,000	6	0.30%	19%
	Picos Rd	Orange Ave	4LD	SB	OUT	NO	2,000	20	1.00%	19%
	Orange Ave	I-95 Overpass	4LD	SB	OUT	NO	2,000	26	1.30%	24%
	Orange Ave	I-95 Overpass	4LD	SB	IN	NO	2,000	7	0.35%	24%
	I-95 Overpass	Angle Rd	2L	NB	OUT	NO	920	26	2.83%	24%
	I-95 Overpass	Angle Rd	2L	SB	IN	NO	920	7	0.76%	24%
	Angle Rd	St. Lucie Blvd	2L	NB	OUT	NO	880	26	2.95%	24%
	Angle Rd	St. Lucie Blvd	2L	SB	IN	NO	880	7	0.80%	24%
Okeechobee Rd	Florida's Turnpike	Kings Hwy	4LD	EB	IN	NO	2,100	2	0.10%	8%
	Florida's Turnpike	Kings Hwy	4LD	WB	OUT	NO	2,100	9	0.43%	8%
	Jenkins Rd	McNeil Rd	6LD	EB	OUT	NO	4,240	11	0.26%	10%
	Jenkins Rd	McNeil Rd	6LD	WB	IN	NO	4,240	3	0.07%	10%
I-95	Midway Rd	Okeechobee Rd	6LD	NB	IN	NO	5,500	5	0.09%	15%
	Midway Rd	Okeechobee Rd	6LD	SB	OUT	NO	5,500	16	0.29%	15%
	Okeechobee Rd	Orange Ave	8LD	NB	IN	NO	7,320	5	0.07%	15%
	Okeechobee Rd	Orange Ave	8LD	SB	OUT	NO	7,320	16	0.22%	15%
	Orange Ave	Indrio Rd	8LD	NB	OUT	NO	7,320	11	0.15%	10%
	Orange Ave	Indrio Rd	8LD	SB	IN	NO	7,320	3	0.04%	10%

*Peak Hour Sevice Capacity calculated using the 2020 Quality/LOS Handbook (FDOT) (Class I Undivided with -10% non-state and -20% no turn lanes = 880 x 0.70 = 616)

(1) St. Lucie County 2022 Traffic Counts and LOS Report

IN: 30
OUT: 107

TABLE 3a - Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor [1]	Peak Hour Directional Volume (from TPO)	2022 Peak Hour Directional Volumes	Growth Rate	2025 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2025 Growth + Committed Peak Direction	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Jenkins Rd	Orange Ave	Loop Rd	NB	IN	YES	-	-	189 [3]	1.00%	193	31	224	616	111	335	18.02%	YES	100%
	Orange Ave	Loop Rd	SB	OUT	YES	-	-	86 [3]	1.00%	88	6	94	616	22	116	3.57%	YES	100%
Orange Ave	I-95	Jenkins Rd	EB	IN	YES	0.593	827	887	1.00%	914	320	1234	2,100	78	1312	3.71%	YES	70%
Kings Hwy	Angle Rd	St. Lucie Blvd	SB	IN	YES	0.433	607	651	1.00%	671	242	913	880	27	940	3.07%	YES [4]	24%

(1) D factor calculated from traffic counts

(2) 2022 St. Lucie County Traffic Counts and LOS Report

(3) Volume from 8/16/2023 traffic count at Orange Ave & Jenkins Rd

(4) Satisfied with Detailed Analysis

Net In: 111
Net Out: 22
Years Grown: 3
Area Wide Weighted Average Growth Rate : 3.56%

TABLE 3b - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	D Factor [1]	Peak Hour Directional Volume (from TPO)	2022 Peak Hour Directional Volumes	Growth Rate	2025 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2025 Growth + Committed Peak Direction	Peak Hour Service Capacity (E+C)	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity- Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Jenkins Rd	Orange Ave	Loop Rd	NB	IN	YES	-	-	86 [3]	1.00%	88	8	96	616	30	126	4.87%	YES	100%
	Orange Ave	Loop Rd	SB	OUT	YES	-	-	65 [3]	1.00%	67	30	97	616	107	204	17.37%	YES	100%
Orange Ave	I-95	Jenkins Rd	WB	OUT	YES	0.547	778	834	1.00%	860	433	1293	2,100	75	1368	3.57%	YES	70%

(1) D factor calculated from traffic counts

(2) 2022 St. Lucie County Traffic Counts and LOS Report

(3) Volume from 8/16/2023 traffic count at Orange Ave & Jenkins Rd

Net In: 30
Net Out: 107
Years Grown: 3
Area Wide Weighted Average Growth Rate : 3.56%

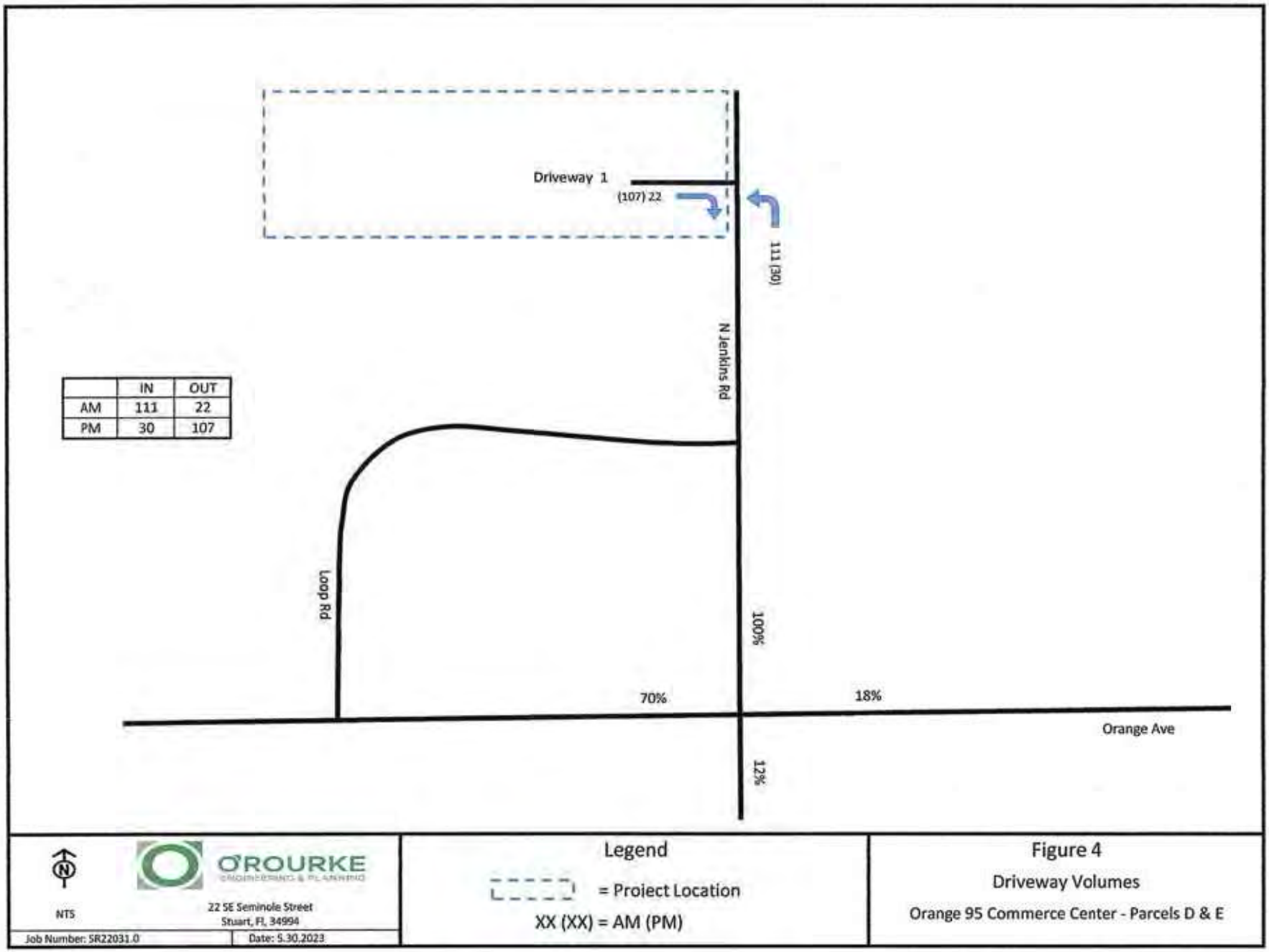

Driveway 1
(107) 22
111 (30)
N Jenkins Rd
IN OUT
AM 111 22
PM 30 107
Loop Rd
100%
70%
18%
Orange Ave
12%
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR22031.0
Date: 5.30.2023
Legend
= Project Location
XX (XX) = AM (PM)
Figure 4
Driveway Volumes
Orange 95 Commerce Center - Parcels D & E

Table 1 - Trip Generation - Hope Commercial

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Warehousing	150	836,500	Sft	T = 1.58(X) + 38.29	50%	50%	680	680	1,360
TOTALS							**680**	**680**	**1,360**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

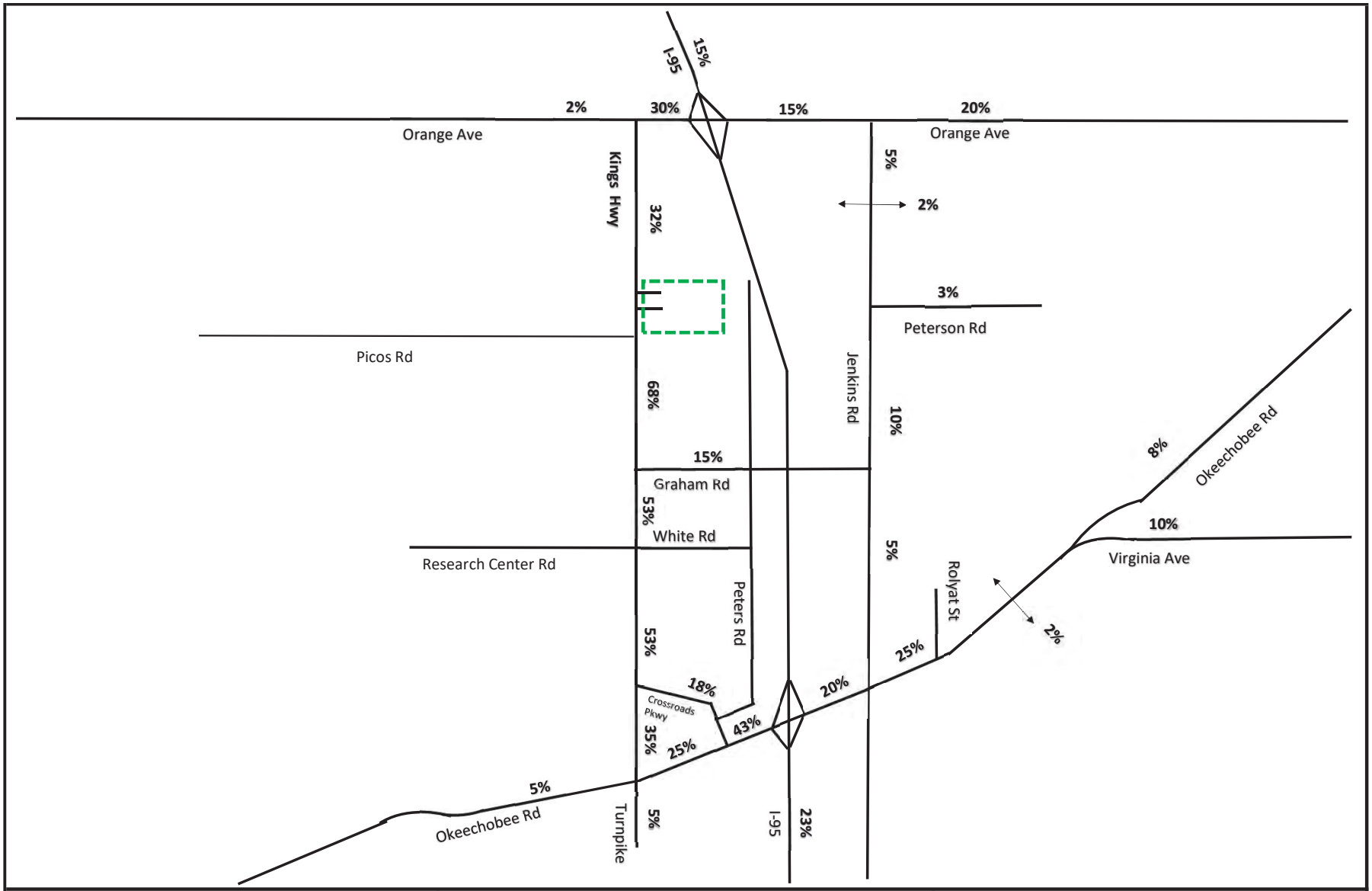
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Warehousing	150	836,500	Sft	T = 0.17(X)	77%	23%	109	33	142
TOTALS							**109**	**33**	**142**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Warehousing	150	836,500	Sft	T = 0.18(X)	28%	72%	42	109	151
TOTALS							**42**	**109**	**151**

Source: ITE 11th Edition Trip Generation Rates



NTS

TMC Traffic & Mobility CONSULTANTS
Formerly O'Rourke Engineering & Planning
3725 S East Ocean Blvd, Suite 201
Stuart, Fl, 34994

Job Number: SR24087.1 | Date: 4/02/2025

Legend

= Project Location

Figure 2

Percent Assignment

Hope Commercial

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	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	2000	38	1.90%	35%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	2000	12	0.60%	35%
	Crossroads Pkwy	Graham Rd	NB	IN	NO	2000	58	2.90%	53%
	Crossroads Pkwy	Graham Rd	SB	OUT	NO	2000	17	0.85%	53%
	Graham Rd	Picos Rd	NB	IN	**YES**	2000	74	3.70%	68%
	Graham Rd	Picos Rd	SB	OUT	NO	2000	22	1.10%	68%
	Picos Rd	Orange Ave	NB	OUT	NO	2000	11	0.55%	32%
	Picos Rd	Orange Ave	SB	IN	**YES**	2000	35	1.75%	32%
Graham Rd	Kings Hwy	Jenkins Rd	EB	OUT	NO	630	5	0.79%	15%
	Kings Hwy	Jenkins Rd	WB	IN	NO	630	16	2.54%	15%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	3	0.10%	10%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	11	0.36%	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2100	7	0.33%	20%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2100	22	1.05%	20%
	I-95	Jenkins Rd	EB	OUT	NO	2100	5	0.24%	15%
	I-95	Jenkins Rd	WB	IN	NO	2100	16	0.76%	15%
	Kings Hwy	I - 95	EB	OUT	NO	2100	10	0.48%	30%
	Kings Hwy	I - 95	WB	IN	NO	2100	33	1.57%	30%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	2	0.19%	2%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	1	0.09%	2%
Jenkins Rd	Okeechobee Rd	Graham Rd	NB	IN	NO	920	5	0.54%	5%
	Okeechobee Rd	Graham Rd	SB	OUT	NO	920	2	0.22%	5%
	Graham Rd	Peterson Rd	NB	OUT	NO	630	3	0.48%	10%
	Graham Rd	Peterson Rd	SB	IN	NO	630	11	1.75%	10%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	2	0.22%	7%
	Peterson Rd	Orange Ave	SB	IN	NO	920	8	0.87%	7%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	3240	5	0.15%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	3240	2	0.06%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2100	5	0.24%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2100	2	0.10%	5%
	Kings Hwy	I - 95	EB	OUT	NO	4240	14	0.33%	43%
	Kings Hwy	I - 95	WB	IN	NO	4240	47	1.11%	43%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	7	0.17%	20%
	I - 95	Jenkins Rd	WB	IN	NO	4240	22	0.52%	20%
	Jenkins Rd	McNeil Ave	EB	OUT	NO	4040	8	0.20%	25%
	Jenkins Rd	McNeil Ave	WB	IN	NO	4040	27	0.67%	25%

(1) St. Lucie County 2024 Traffic Counts and LOS Report & FDOT 2020 Service Capacity Tables

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

Two-Way:	142
Net In:	109
Net Out:	33

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	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	2000	15	0.75%	35%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	2000	38	1.90%	35%
	Crossroads Pkwy	Graham Rd	NB	IN	NO	2000	22	1.10%	53%
	Crossroads Pkwy	Graham Rd	SB	OUT	NO	2000	58	2.90%	53%
	Graham Rd	Picos Rd	NB	IN	NO	2000	29	1.45%	68%
	Graham Rd	Picos Rd	SB	OUT	**YES**	2000	74	3.70%	68%
	Picos Rd	Orange Ave	NB	OUT	**YES**	2000	35	1.75%	32%
	Picos Rd	Orange Ave	SB	IN	NO	2000	13	0.65%	32%
Graham Rd	Kings Hwy	Jenkins Rd	EB	OUT	NO	630	16	2.54%	15%
	Kings Hwy	Jenkins Rd	WB	IN	NO	630	6	0.95%	15%
Virginia Ave	Okeechobee Rd	Hartman Rd	EB	OUT	NO	3020	11	0.36%	10%
	Okeechobee Rd	Hartman Rd	WB	IN	NO	3020	4	0.13%	10%
Orange Ave	Jenkins Rd	Hartman Rd	EB	OUT	NO	2100	22	1.05%	20%
	Jenkins Rd	Hartman Rd	WB	IN	NO	2100	8	0.38%	20%
	I-95	Jenkins Rd	EB	OUT	NO	2100	16	0.76%	15%
	I-95	Jenkins Rd	WB	IN	NO	2100	6	0.29%	15%
	Kings Hwy	I - 95	EB	OUT	NO	2100	33	1.57%	30%
	Kings Hwy	I - 95	WB	IN	NO	2100	13	0.62%	30%
	Campbell Rd	Kings Hwy	EB	IN	NO	1070	1	0.09%	2%
	Campbell Rd	Kings Hwy	WB	OUT	NO	1070	2	0.19%	2%
Jenkins Rd	Okeechobee Rd	Graham Rd	NB	IN	NO	920	2	0.22%	5%
	Okeechobee Rd	Graham Rd	SB	OUT	NO	920	5	0.54%	5%
	Graham Rd	Peterson Rd	NB	OUT	NO	630	11	1.75%	10%
	Graham Rd	Peterson Rd	SB	IN	NO	630	4	0.63%	10%
	Peterson Rd	Orange Ave	NB	OUT	NO	920	8	0.87%	7%
	Peterson Rd	Orange Ave	SB	IN	NO	920	3	0.33%	7%
Okeechobee Rd	McCarty Rd	Florida Turnpike	EB	IN	NO	3240	2	0.06%	5%
	McCarty Rd	Florida Turnpike	WB	OUT	NO	3240	5	0.15%	5%
	Florida Turnpike	Kings Hwy	EB	IN	NO	2100	2	0.10%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2100	5	0.24%	5%
	Kings Hwy	I - 95	EB	OUT	NO	4240	47	1.11%	43%
	Kings Hwy	I - 95	WB	IN	NO	4240	18	0.42%	43%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	22	0.52%	20%
	I - 95	Jenkins Rd	WB	IN	NO	4240	8	0.19%	20%
	Jenkins Rd	McNeil Ave	EB	OUT	NO	4040	27	0.67%	25%
	Jenkins Rd	McNeil Ave	WB	IN	NO	4040	11	0.27%	25%

(1) St. Lucie County 2024 Traffic Counts and LOS Report & FDOT 2020 Service Capacity Tables

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

Two-Way:	151
Net In:	42
Net Out:	109

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	5,000	Sft	Ln(T) = 0.97Ln(X) + 2.50	50%	50%	29	29	58
Warehousing	150	1,343,250	Sft	T = 1.58(X) + 45.54	50%	50%	1,084	1,084	2,168
TOTALS		**1,348,250**					**1,113**	**1,113**	**2,226**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	5,000	Sft	T = 0.94(X) + 26.49	86%	14%	27	4	31
Warehousing	150	1,343,250	Sft	T = 0.17(X)	77%	23%	176	52	228
TOTALS		**1,348,250**					**203**	**56**	**259**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
General Office	710	5,000	Sft	Ln(T) = 0.95Ln(X) + 0.36	16%	84%	1	6	7
Warehousing	150	1,343,250	Sft	T = 0.19(X)	27%	73%	69	186	255
TOTALS		**1,348,250**					**70**	**192**	**262**

Source: ITE 10th Edition Trip Generation Rates

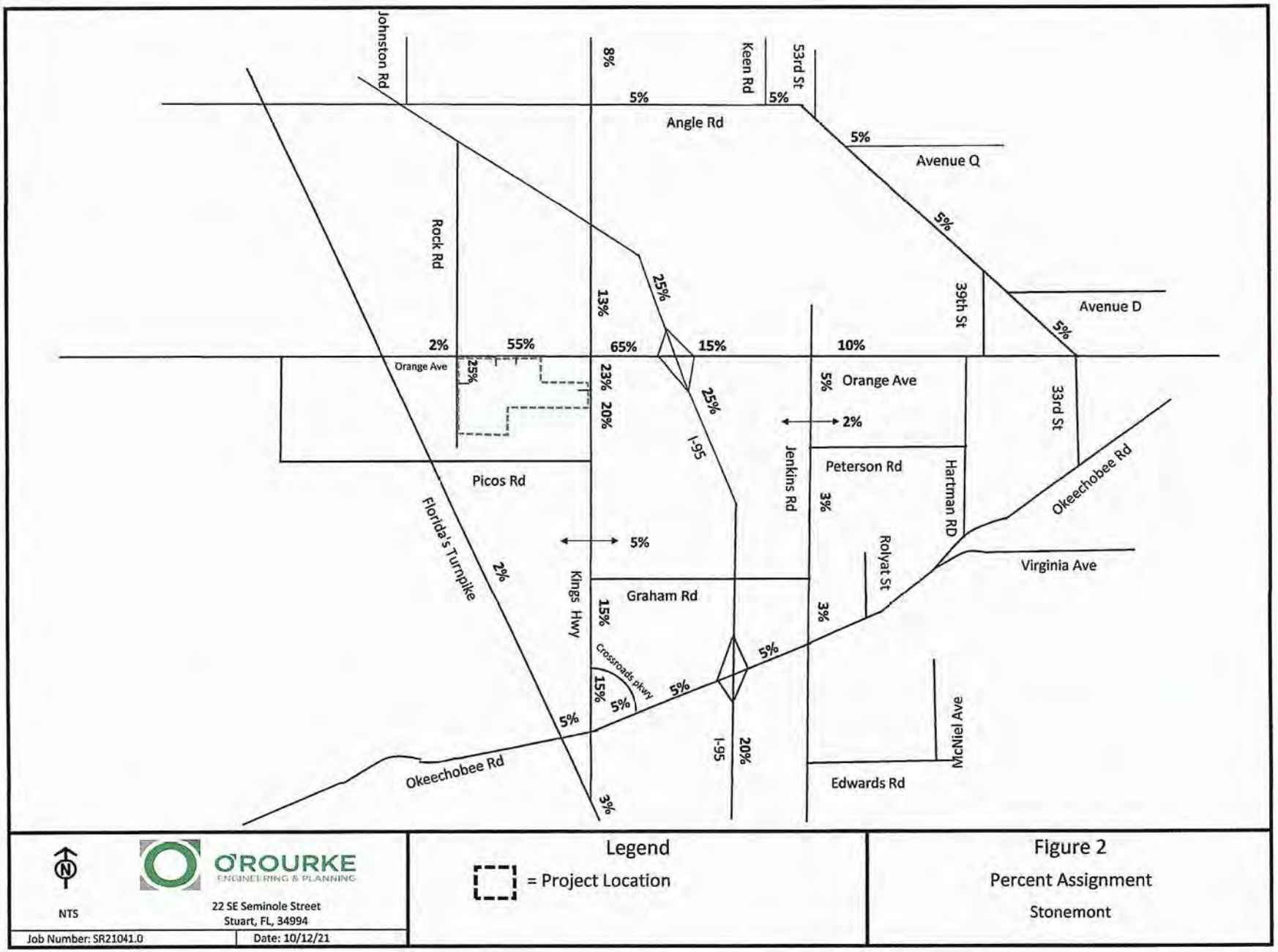

Johnston Rd
Keen Rd
53rd St
Angle Rd
Avenue Q
Avenue D
Rock Rd
39th St
33rd St
Orange Ave
Picos Rd
Peterson Rd
Hartman RD
Jenkins Rd
I-95
Florida's Turnpike
Kings Hwy
Graham Rd
Rolyat St
Virginia Ave
Okeechobee Rd
Crossroads pkwy
McNiel Ave
Edwards Rd
8%
5%
13%
25%
2%
55%
65%
15%
10%
23%
20%
3%
NTS
22 SE Seminole Street
Stuart, FL, 34994
Job Number: SR21041.0
Date: 10/12/21
Legend
= Project Location
Figure 2
Percent Assignment
Stonemont

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	41	2.05%	20%
	Graham Rd	Picos Rd	SB	OUT	NO	2000	11	0.55%	20%
	Picos Rd	Orange Ave	NB	IN	YES	2000	47	2.35%	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	132	6.60%	65%
	Project Driveway	Kings Hwy	EB	IN	YES	1070	112	10.47%	55%
	Project Driveway	Kings Hwy	WB	OUT	YES	1070	31	2.90%	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	41	0.90%	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	51	0.70%	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:	259
Net In:	203
Net Out:	56

TABLE 2b - Project Percent Impact - PM

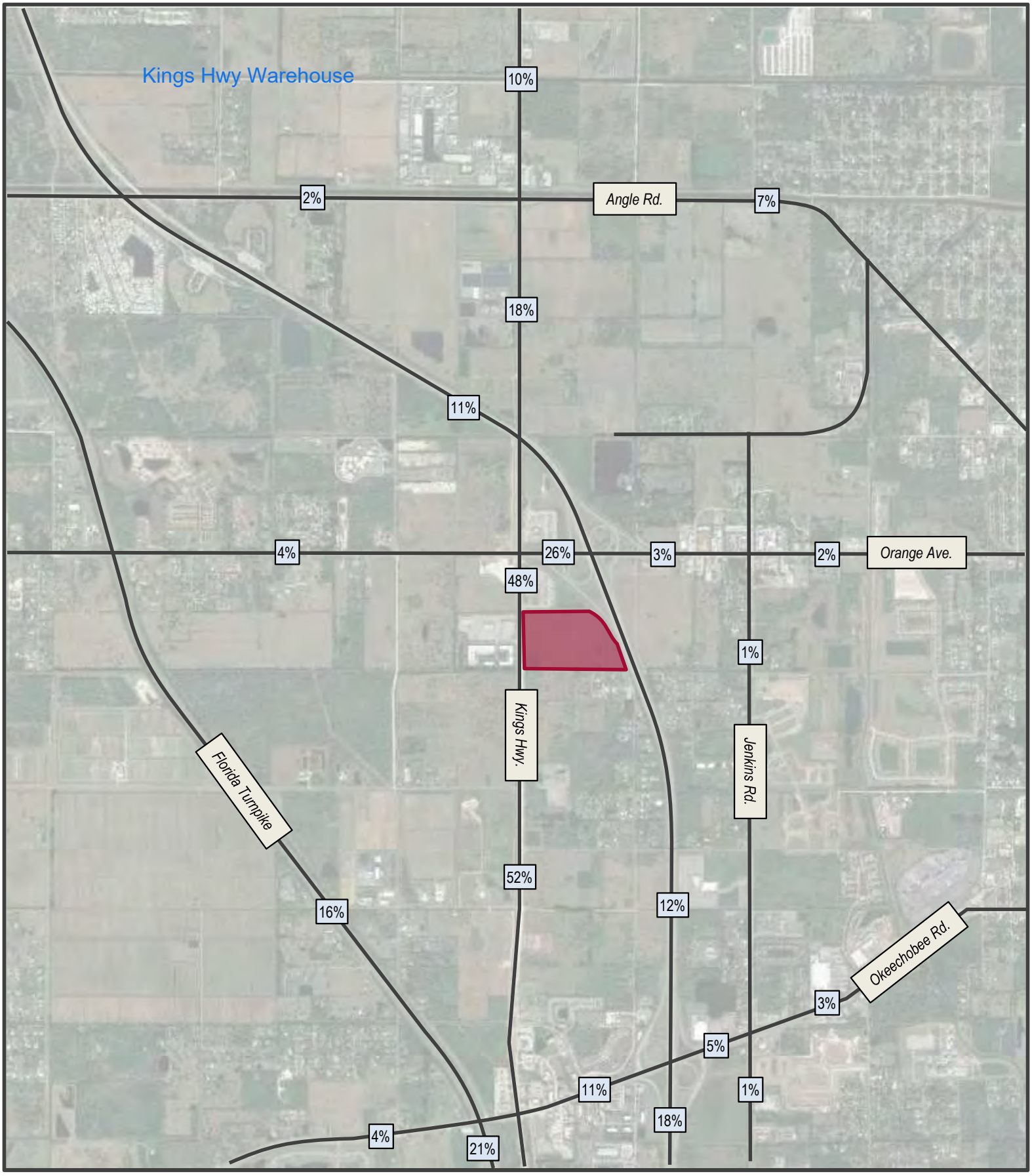
Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links) (2)	Peak Hour Service Capacity (E+C) (1) (3)	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	NB	IN	NO	2000	11	0.55%	15%
	Okeechobee Rd	Crossroads Pkwy	SB	OUT	NO	2000	29	1.45%	15%
	Crossroads Pkwy	Graham Rd	NB	IN	NO	2000	11	0.55%	15%
	Crossroads Pkwy	Graham Rd	SB	OUT	NO	2000	29	1.45%	15%
	Graham Rd	Picos Rd	NB	IN	NO	2000	14	0.70%	20%
	Graham Rd	Picos Rd	SB	OUT	NO	2000	38	1.90%	20%
	Picos Rd	Orange Ave	NB	IN	NO	2000	16	0.80%	23%
	Picos Rd	Orange Ave	SB	OUT	YES	2000	44	2.20%	23%
	Orange Ave	Angle Rd	NB	OUT	NO	2000	25	1.25%	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	6	0.30%	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	29	1.45%	15%
	I-95	Jenkins Rd	WB	IN	NO	2000	11	0.55%	15%
	Kings Hwy	I-95	EB	OUT	YES	2000	125	6.25%	65%
	Kings Hwy	I-95	WB	IN	NO	2000	46	2.30%	65%
	Project Driveway	Kings Hwy	EB	IN	YES	1070	39	3.64%	55%
	Project Driveway	Kings Hwy	WB	OUT	YES	1070	106	9.91%	55%
Angle Rd	Orange Ave	Ave D	NB	OUT	NO	790	10	1.27%	5%
	Orange Ave	Ave D	SB	IN	NO	790	4	0.51%	5%
	Ave D	Ave Q	NB	OUT	NO	540	10	1.85%	5%
	Ave D	Ave Q	SB	IN	NO	540	4	0.74%	5%
	Ave Q	53rd St	NB	IN	NO	600	4	0.67%	5%
	Ave Q	53rd St	SB	OUT	NO	600	10	1.67%	5%
	53rd St	Keen Rd	EB	OUT	NO	630	10	1.59%	5%
	53rd St	Keen Rd	WB	IN	NO	630	4	0.63%	5%
	Keen Rd	Kings Hwy	EB	OUT	NO	880	10	1.14%	5%
	Keen Rd	Kings Hwy	WB	IN	NO	880	4	0.45%	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	4	0.43%	5%
	Peterson Rd	Orange Ave	SB	OUT	NO	920	10	1.09%	5%
Okeechobee Rd	Florida Turnpike	Kings Hwy	EB	IN	NO	2010	4	0.20%	5%
	Florida Turnpike	Kings Hwy	WB	OUT	NO	2010	10	0.50%	5%
	Kings Hwy	Crossroads Pkwy	EB	OUT	NO	4170	10	0.24%	5%
	Kings Hwy	Crossroads Pkwy	WB	IN	NO	4170	4	0.10%	5%
	Crossroads Pkwy	I - 95	EB	OUT	NO	4170	10	0.24%	5%
	Crossroads Pkwy	I - 95	WB	IN	NO	4170	4	0.10%	5%
	I - 95	Jenkins Rd	EB	OUT	NO	4240	10	0.24%	5%
	I - 95	Jenkins Rd	WB	IN	NO	4240	4	0.09%	5%
I-95	Midway Rd	Okeechobee Rd	NB	IN	NO	4580	14	0.31%	20%
	Midway Rd	Okeechobee Rd	SB	OUT	NO	4580	38	0.83%	20%
	Orange Ave	Indrio Rd	NB	OUT	NO	7320	48	0.66%	25%
	Orange Ave	Indrio Rd	SB	IN	NO	7320	18	0.25%	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:	262
Net In:	70
Net Out:	192



NORTH

LEGEND

Site Location

FIGURE 2
Kings Highway Warehouse
KH #046265006
Project Distribution

Kimley»Horn

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The site currently is currently vacant and is proposed to be developed with 658,000 sf of high-cube parcel hub warehouse uses.

Trip Generation

The trip generation potential for the proposed development program was calculated using trip generation rates and equations published by the Institute of Transportation Engineers' (ITE) Trip Generation Report, Tenth Edition. As indicated in Table 1, the proposed development is projected to generate an 5,100 net new external daily trips, 683 net new external AM peak hour trips (+342 in, +341 out), and an additional 674 net new external PM peak hour trips (+458 in, +216 out).

Table 1: Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Scenario								
High-Cube Parcel Hub Warehouse	658.000 KSF	5,100	683	342	341	674	458	216
Driveway Volumes		**5,100**	**683**	**342**	**341**	**674**	**458**	**216**

Land Use	Daily	AM Peak Hour	PM Peak Hour
High-Cube Parcel Hub Warehouse	7.75 trip/KSF	T = 1.37(X) - 218.14 (50% in, 50% out)	T = 1.41(X) - 254.12 (68% in, 32% out)

Traffic Distribution and Assignment

A projected traffic distribution plan was developed based on a review of the existing roadway distribution. Existing Annual Average Daily Traffic (AADT) was used to determine the percent distribution using each link. Figure 2 illustrates the proposed roadway link assignment. Using these percentages, project traffic was then assigned to the surrounding roadway network projected to be in place by 2026.

Table 3: PM Peak Hour Significance Calculations

ROADWAY	FROM	TO	COMMITTED NUMBER OF LANES	LOS D GEN. SVC. VOLUME	PROJECT TRIPS							
					PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PM PEAK HOUR					
							TRIPS		% IMPACT			
							NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
King's Highway	Okeechobee Road	Project Driveway	4LD	1,800	52%	i	238	112	13.22%	Yes	6.22%	Yes
King's Highway	Project Driveway	Orange Avenue	4LD	1,800	48%	o	104	220	5.78%	Yes	12.22%	Yes
King's Highway	Orange Avenue	Angle Road	4LD	1,800	18%	o	39	82	2.17%	No	4.56%	Yes
King's Highway	Angle Road	North of Angle Road	4LD	1,800	10%	o	22	46	1.22%	No	2.56%	No
Orange Avenue	West of King's Highwa	King's Highway	2L	1,070	4%	i	18	9	1.68%	No	0.84%	No
Orange Avenue	King's Highway	I-95 West	4LD	2,000	26%	o	56	119	2.80%	No	5.95%	Yes
Orange Avenue	I-95 West	I-95 East	4LD	2,000	14%	o	30	64	1.50%	No	3.20%	Yes
Orange Avenue	I-95 East	Jenkins Road	4LD	2,000	3%	o	6	14	0.30%	No	0.70%	No
Orange Avenue	Jenkins Road	East of Jenkins Road	4LD	2,000	2%	o	4	9	0.20%	No	0.45%	No
Okeechobee Road	West of Florida's Turn	Florida's Turnpike/King	4LD	1,810	4%	i	18	9	0.99%	No	0.50%	No
Okeechobee Road	Florida's Turnpike/Kin	I-95 SB	8LD	4,170	11%	o	24	50	0.58%	No	1.20%	No
Okeechobee Road	I-95 SB	I-95 NB	8LD	4,170	5%	o	11	23	0.26%	No	0.55%	No
Okeechobee Road	I-95 NB	Jenkins Road	8LD	4,240	5%	o	11	23	0.26%	No	0.54%	No
Okeechobee Road	Jenkins Road	East of Jenkins Road	8LD	4,040	3%	o	6	14	0.15%	No	0.35%	No
I-95	South of Okeechobee R	Okeechobee Road	6LX	4,580	18%	i	82	39	1.79%	No	0.85%	No
I-95	Okeechobee Road	Orange Avenue	8LX	4,580	12%	i	55	26	1.20%	No	0.57%	No
I-95	Orange Avenue	North of Orange Avenue	8LX	7,320	11%	o	24	50	0.33%	No	0.68%	No
Florida's Turnpike	South of Okeechobee R	Okeechobee Road	4LX	3,020	21%	i	96	45	3.18%	Yes	1.49%	No
Florida's Turnpike	Okeechobee Road	North of Okeechobee Rd	4LX	3,020	16%	o	35	73	1.16%	No	2.42%	No
Jenkins Road	South of Okeechobee R	Okeechobee Road	2L	880	1%	i	5	2	0.57%	No	0.23%	No
Jenkins Road	Okeechobee Road	Orange Avenue	2L	880	1%	i	5	2	0.57%	No	0.23%	No
Jenkins Road	Orange Avenue	North of Orange Avenue	2L	880	0%	o	0	0	0.00%	No	0.00%	No
Angle Road	West of Kings Highway	Kings Highway	2L	880	2%	i	9	4	1.02%	No	0.45%	No
Angle Road	Kings Highway	East of Kings Highway	2L	880	7%	o	15	32	1.70%	No	3.64%	Yes

2. TRIP GENERATION

Project traffic potentially generated by the proposed project was calculated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition*. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. Exhibit 3 includes an excerpt from the ITE Trip Generation manual for the trip generation rates used in this analysis.

Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. As part of a conservative analysis and for simplification purposes, no traffic credit was taken for vested uses on the subject site.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing	150	T=1.58(X)+38.29	77%	23%	0.17	28%	72%	0.18
Small Office Building	712	14.39	82%	18%	1.67	34%	66%	2.16

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 143, 12 (9 In/3 Out) and 14 (5 In/9 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing	17,975 SF	67	2	1	3	1	2	3
Small Office Building	5,300 SF	76	7	2	9	4	7	11
Net Proposed Traffic		***143***	***9***	***3***	***12***	***5***	***9***	***14***

5. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the project trip distribution for all roadway links in the project vicinity, as well as the signalized intersections.

Table 4: Project Impact

Roadway	From	To	LOS Capacity	Traffic Assignment	Project Traffic	Project Impact
Kings Hwy[1]	Orange Ave To Road G		920	100%	9	0.98%
	Road G To Angle Rd		920	0%	0	0%

As can be seen in Table 4, the project impact to the first connection to the Major Road Network will consume less than one percent (1%) of the peak-hour peak-direction capacity while the remaining Major Roadway Segments will consume less than five percent (5%). Therefore, the proposed project will have a De Minimis impact.

Exhibit 5 includes 2025 field data collection and the latest Peak Season Factors from FDOT. Table 5 includes Level of Service analysis on the first accessible links as required by the *St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie*. As shown in Table 5, the first accessible link meets the adopted service volume.

[1] This is the project's first connection to the Major Road Network. According to the St Lucie TPO Transportation Improvement Program (TIP) - FY 2024/25 - FY 2028/2029, this link is being widened to 4 lanes. Under the existing and new geometry, the project will have a De Minimis impact on the transportation network.

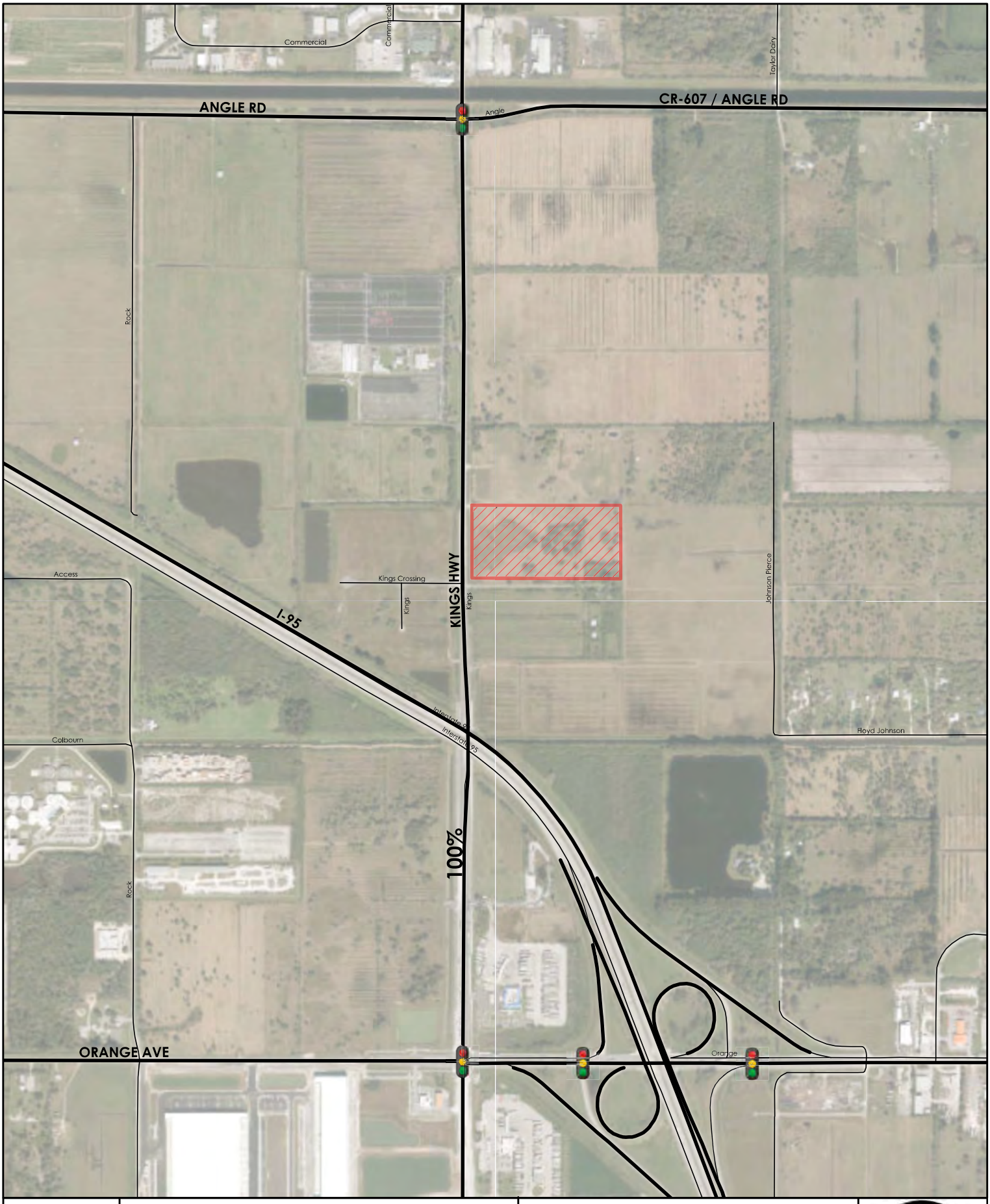


Figure 2: Traffic Assignment OLD DOMINION FL

7-Eleven at Kings/Angle

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Convenience Market with Gas Pumps / Fueling Position	945	14	Fueling Positions	T = 257.13(X)	50%	50%	1,800	1,800	3,600	1,350	1,350	2,700	75.0%	450	450	900
TOTALS							**1,800**	**1,800**	**3,600**	**1,350**	**1,350**	**2,700**	**75.0%**	**450**	**450**	**900**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

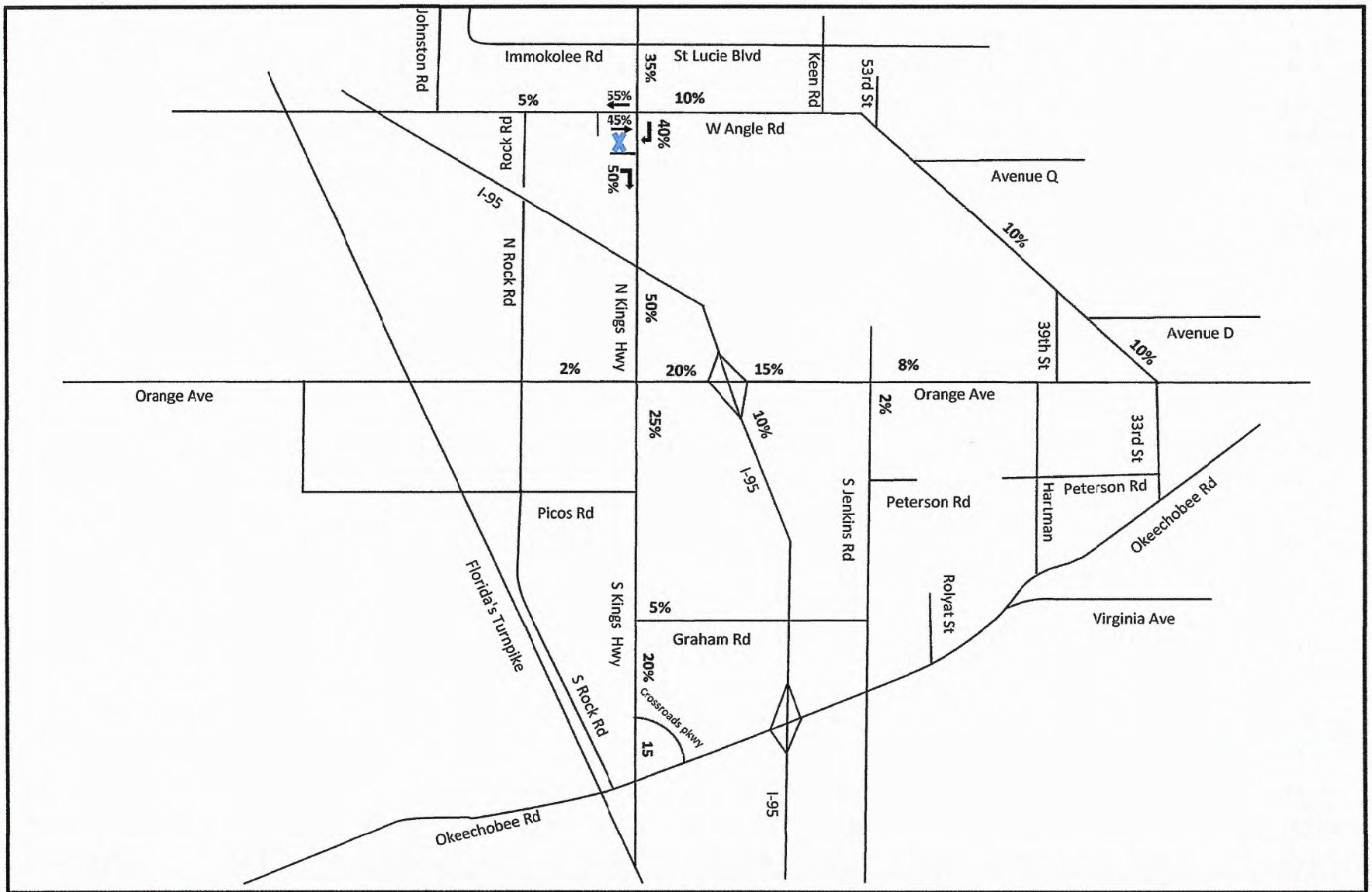
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Convenience Market with Gas Pumps / Fueling Position	945	14	Fueling Positions	T = 27.04 (X)	50%	50%	190	189	379	144	144	288	76.0%	46	45	91
TOTALS							**190**	**189**	**379**	**144**	**144**	**288**	**76.0%**	**46**	**45**	**91**

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			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Convenience Market with Gas Pumps / Fueling Position	945	14	Fueling Positions	T = 22.76 (X)	50%	50%	160	159	319	120	119	239	75.0%	40	40	80
TOTALS							**160**	**159**	**319**	**120**	**119**	**239**	**74.9%**	**40**	**40**	**80**

Source: ITE 11th Edition Trip Generation Rates



NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street
Stuart, FL, 34994

Job Number:

Date: 11.2022

Legend

= Project Location

Figure 3

Percent Assignment

7-Eleven Angle Road

TABLE 2a - 2024 Project Percent Impact - AM

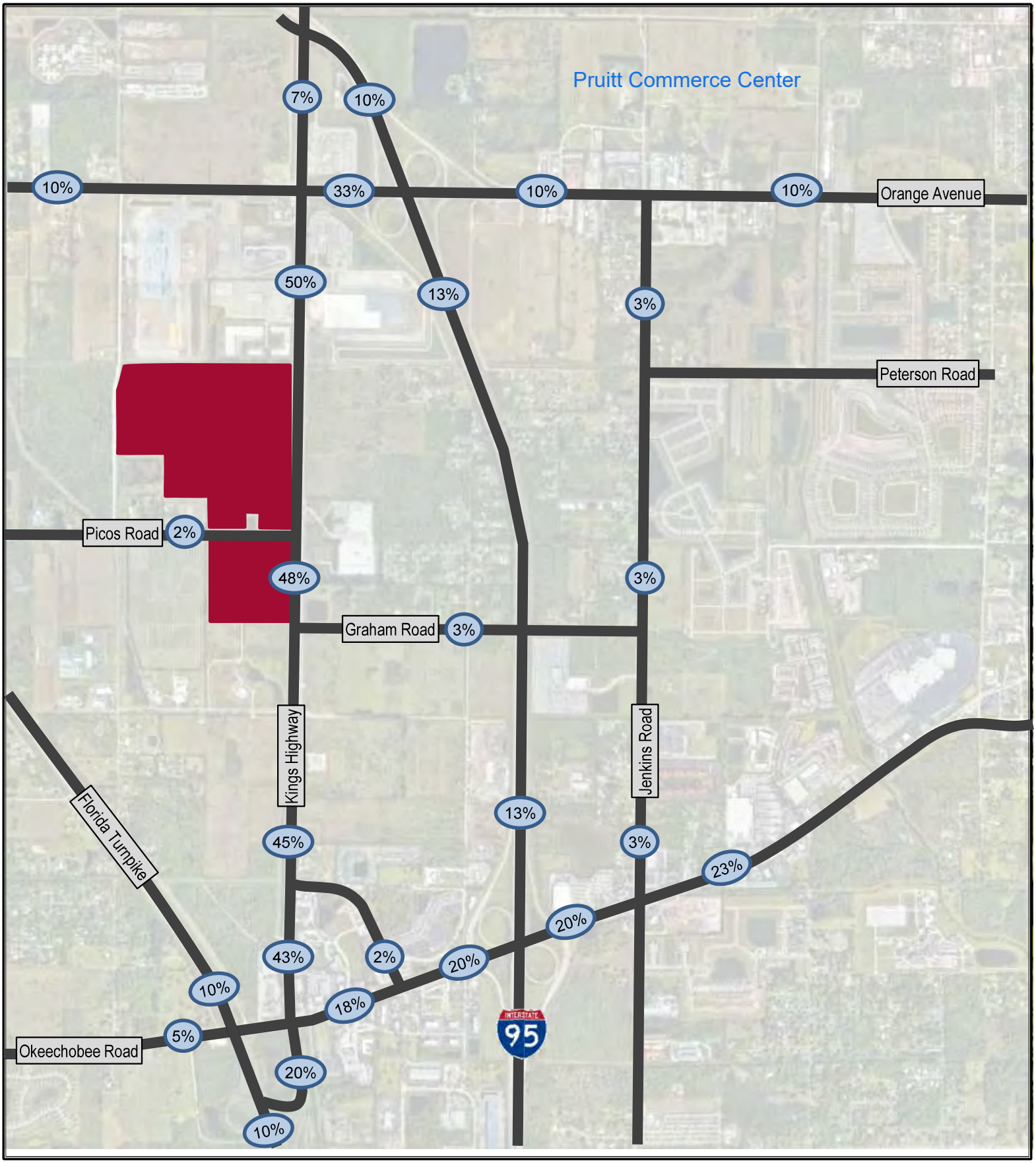
Segment	From	To	Lanes	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2024 Peak Hour Service Capacity	Project Volume Peak Direction	% Project of Capacity- Peak Hour	Project Percent Assignment
Jenkins Rd	Orange Ave	Peterson Rd	2L	NB	IN	NO	920	1	0.11%	2%
	Orangen Ave	Peterson Rd	2L	SB	OUT	NO	920	1	0.11%	2%
	Peterson Rd	Okeechobee Rd	2L	NB	IN	NO	630	1	0.16%	2%
	Peterson Rd	Okeechobee Rd	2L	SB	OUT	NO	630	1	0.16%	2%
Orange Ave	Rock Rd	Kings Hwy	2L	EB	IN	NO	1,070	2	0.19%	5%
	Rock Rd	Kings Hwy	2L	WB	OUT	NO	1,070	2	0.19%	5%
	Kings Hwy	I-95	4LD	EB	OUT	NO	2,100	9	0.43%	20%
	Kings Hwy	I-95	4LD	WB	IN	NO	2,100	9	0.43%	20%
	I-95	Jenkins Rd	4LD	EB	OUT	NO	2,100	5	0.24%	10%
	I-95	Jenkins Rd	4LD	WB	IN	NO	2,100	5	0.24%	10%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	4	0.19%	8%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	4	0.19%	8%
Kings Hwy	Okeechobee Rd	Picos Rd	4LD	NB	IN	NO	2,000	12	0.60%	25%
	Okeechobee Rd	Picos Rd	4LD	SB	OUT	NO	2,000	11	0.55%	25%
	Picos Rd	Orange Ave	4LD	NB	IN	NO	2,000	12	0.60%	25%
	Picos Rd	Orange Ave	4LD	SB	OUT	NO	2,000	11	0.55%	25%
	Orange Ave	I-95 Overpass	4LD	NB	IN	NO	2,000	23	1.15%	50%
	Orange Ave	I-95 Overpass	4LD	SB	OUT	NO	2,000	23	1.15%	50%
	I-95 Overpass	Angle Rd	2L	NB	IN	NO	2,000	23	1.15%	50%
	I-95 Overpass	Angle Rd	2L	SB	OUT	NO	2,000	23	1.15%	50%
	Angle Rd	St. Lucie Blvd	2L	NB	OUT	NO	880	16	1.82%	35%
	Angle Rd	St. Lucie Blvd	2L	SB	IN	NO	880	16	1.82%	35%
	St. Lucie	Indrio Rd	2L	NB	OUT	NO	880	14	1.59%	30%
	St. Lucie	Indrio Rd	2L	SB	IN	NO	880	14	1.59%	30%
St. Lucie Blvd	Kings Hwy	Keen Rd	2L	EB	OUT	NO	880	2	0.23%	5%
	Kings Hwy	Keen Rd	2L	WB	IN	NO	880	2	0.23%	5%
Angle Rd	Orange Ave	Avenue D	2L	NB	IN	NO	840	5	0.60%	10%
	Orange Ave	Avenue D	2L	SB	OUT	NO	840	5	0.60%	10%
	Avenue D	Avenue Q	2L	NB	IN	NO	580	5	0.86%	10%
	Avenue D	Avenue Q	2L	SB	OUT	NO	580	5	0.86%	10%
	Avenue Q	53rd St	2L	NB	IN	NO	640	5	0.78%	10%
	Avenue Q	53rd St	2L	SB	OUT	NO	640	5	0.78%	10%
	53rd St	Keen Rd	2L	EB	OUT	NO	630	5	0.79%	10%
	53rd St	Keen Rd	2L	WB	IN	NO	630	5	0.79%	10%
	Keen Rd	Kings Hwy	2L	EB	OUT	NO	880	5	0.57%	10%
	Keen Rd	Kings Hwy	2L	WB	IN	NO	880	5	0.57%	10%
	Kings Hwy	Rock Rd	2L	EB	OUT	NO	1,480	20	1.35%	45%
	Kings Hwy	Rock Rd	2L	WB	IN	NO	1,480	25	1.69%	55%

IN: 46
OUT: 45

TABLE 2b - 2024 Project Percent Impact - PM

Segment	From	To	Lanes	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2024 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	1	0.11%	2%
	Orangen Ave	Peterson Rd	2L	SB	OUT	NO	920	1	0.11%	2%
	Peterson Rd	Okeechobee Rd	2L	NB	IN	NO	630	1	0.16%	2%
	Peterson Rd	Okeechobee Rd	2L	SB	OUT	NO	630	1	0.16%	2%
Orange Ave	Rock Rd	Kings Hwy	2L	EB	IN	NO	1,070	2	0.19%	5%
	Rock Rd	Kings Hwy	2L	WB	OUT	NO	1,070	2	0.19%	5%
	Kings Hwy	I-95	4LD	EB	OUT	NO	2,100	8	0.38%	20%
	Kings Hwy	I-95	4LD	WB	IN	NO	2,100	8	0.38%	20%
	I-95	Jenkins Rd	4LD	EB	OUT	NO	2,100	4	0.19%	10%
	I-95	Jenkins Rd	4LD	WB	IN	NO	2,100	4	0.19%	10%
	Jenkins Rd	Hartman Rd	4LD	EB	OUT	NO	2,100	3	0.14%	8%
	Jenkins Rd	Hartman Rd	4LD	WB	IN	NO	2,100	3	0.14%	8%
Kings Hwy	Okeechobee Rd	Picos Rd	4LD	NB	IN	NO	2,000	10	0.50%	25%
	Okeechobee Rd	Picos Rd	4LD	SB	OUT	NO	2,000	10	0.50%	25%
	Picos Rd	Orange Ave	4LD	NB	IN	NO	2,000	10	0.50%	25%
	Picos Rd	Orange Ave	4LD	SB	OUT	NO	2,000	10	0.50%	25%
	Orange Ave	I-95 Overpass	4LD	NB	IN	NO	2,000	20	1.00%	50%
	Orange Ave	I-95 Overpass	4LD	SB	OUT	NO	2,000	20	1.00%	50%
	I-95 Overpass	Angle Rd	2L	NB	IN	NO	2,000	20	1.00%	50%
	I-95 Overpass	Angle Rd	2L	SB	OUT	NO	2,000	20	1.00%	50%
	Angle Rd	St. Lucie Blvd	2L	NB	OUT	NO	880	14	1.59%	35%
	Angle Rd	St. Lucie Blvd	2L	SB	IN	NO	880	14	1.59%	35%
	St. Lucie	Indrio Rd	2L	NB	OUT	NO	880	12	1.36%	30%
	St. Lucie	Indrio Rd	2L	SB	IN	NO	880	12	1.36%	30%
St. Lucie Blvd	Kings Hwy	Keen Rd	2L	EB	OUT	NO	880	2	0.23%	5%
	Kings Hwy	Keen Rd	2L	WB	IN	NO	880	2	0.23%	5%
Angle Rd	Orange Ave	Avenue D	2L	NB	IN	NO	840	4	0.48%	10%
	Orange Ave	Avenue D	2L	SB	OUT	NO	840	4	0.48%	10%
	Avenue D	Avenue Q	2L	NB	IN	NO	580	4	0.69%	10%
	Avenue D	Avenue Q	2L	SB	OUT	NO	580	4	0.69%	10%
	Avenue Q	53rd St	2L	NB	IN	NO	640	4	0.63%	10%
	Avenue Q	53rd St	2L	SB	OUT	NO	640	4	0.63%	10%
	53rd St	Keen Rd	2L	EB	OUT	NO	630	4	0.63%	10%
	53rd St	Keen Rd	2L	WB	IN	NO	630	4	0.63%	10%
	Keen Rd	Kings Hwy	2L	EB	OUT	NO	880	4	0.45%	10%
	Keen Rd	Kings Hwy	2L	WB	IN	NO	880	4	0.45%	10%
	Kings Hwy	Rock Rd	2L	EB	OUT	YES	1,480	18	1.22%	45%
	Kings Hwy	Rock Rd	2L	WB	IN	YES	1,480	22	1.49%	55%

IN: 40
OUT: 40



NORTH

LEGEND

Site Location

FIGURE 1
Pruitt Commerce Center
Site Location and Trip Assignment

Kimley»Horn

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The site is currently vacant and is proposed to be developed with 1,504,680 square feet of Industrial Park use.

Trip Generation

The trip generation potential for the proposed development program was calculated using trip generation rates and equations published by the Institute of Transportation Engineers' (ITE) Trip Generation Report, 11th Edition. As indicated in Table 1, the proposed development is projected to generate 5,071 net new external daily trips, 512 net new external AM peak hour trips (+415 inbound, +97 outbound), and an additional 512 net new external PM peak hour trips (+113 inbound, +399 outbound).

Table 1: Trip Generation Calculations

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Scenario										
ITE	Industrial Park	ITE 130	1504.68 ksf	5,071	512	415	97	512	113	399
			Subtotal	*5,071*	*512*	*415*	*97*	*512*	*113*	*399*
Driveway Volumes				**5,071**	**512**	**415**	**97**	**512**	**113**	**399**
Net New External Trips				**5,071**	**512**	**415**	**97**	**512**	**113**	**399**
Proposed Net External Trips-Existing Net New External Trips				**5,071**	**512**	**415**	**97**	**512**	**113**	**399**
Radius of Development Influence:				**3 miles**						

Traffic Distribution and Assignment

Based on the St. Lucie County Standardized Traffic Impact Studies (TIS) Methodology and Procedures, the radius of development influence is 3 miles. Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics. A projected traffic distribution plan was developed based on a review of the existing roadway distribution. Existing Annual Average Daily Traffic (AADT) was used to determine the percent distribution using each link. The distribution is consistent with the approved distribution provided in the traffic study for the proposed future land use change.

Figure 1 illustrates the proposed roadway link assignment. Using these percentages, project traffic was then assigned to the surrounding roadway network projected to be in place by 2035.

SIGNIFICANCE CALCULATIONS AND LINK ANALYSIS

The study roadway links were defined as the roadways upon which the project traffic has an impact of 5% or higher of the level of service capacity of the roadway links which are not directly accessed by the project and 1% or higher of the level of service capacity of the directly accessed roadway links. Existing traffic volumes were obtained from the St. Lucie County LOS Report for 2024 and FDOT count stations. For links on which capacity was not published in the St. Lucie County LOS Report, facility capacity was obtained from FDOT 2023 Quality Level of Service Handbook. **Table 2** summarizes the project percent impact as a percentage of the service volume capacity for the AM peak hour. As shown in **Table 2**, the following roadway links were determined to be significantly impacted by project traffic:

- Orange Avenue – From Kings Highway to I-95
- Kings Highway – From Okeechobee Road to Orange Avenue
- Picos Road – From Campell Road to Kings Highway

Therefore, Further capacity analysis is required.

Capacity Analysis

The future traffic volumes on each significantly impacted roadway identified in **Table 2** were evaluated based on capacities published by St. Lucie County. Existing traffic volumes were obtained from St. Lucie County LOS Report for 2024 and FDOT count stations. In order to adjust existing volumes for future background conditions, the greater of two volumes was added:

- A two and a half percent (2.5%) growth rate compounded annually.
- A one percent nominal growth rate compounded annually, in addition to the committed traffic taken from the traffic study for the Hope Commercial project

Table 3 summarizes the capacity analysis on these significantly impacted links on a peak hour, peak directional basis. Because the projects AM peak hour inbound trips represent the peak hour, peak direction of the proposed development, these trips were utilized in the roadway link analysis. As shown in **Table 3**, these significantly impacted links will operate at acceptable levels of service upon project buildout.

Table 2: AM Peak Hour Significance Calculations

ROADWAY	FROM	TO	COMMITTED NUMBER OF LANES	LOS D GEN. SVC. VOLUME	PROJECT TRIPS			
					PROJECT % ASSIGNMENT	AM PEAK HOUR (HIGHER PEAK HOUR)		
						TRIPS	% IMPACT	
Orange Ave	Shinn Road	Campbell Road	2L	1,070	8%	33	3.08%	No
Orange Ave	Campbell Road	Kings Hwy	2L	1,070	10%	42	3.93%	No
Orange Ave	Kings Hwy	I-95	4LD	2,100	33%	137	6.52%	Yes
Orange Ave	I-95	Jenkins Rd	4LD	2,100	10%	42	2.00%	No
Orange Ave	Jenkins Rd	Hartman Rd	4LD	2,100	10%	42	2.00%	No
Orange Ave	Hartman Rd	Angle Rd	4LD	2,100	8%	33	1.57%	No
Orange Ave	Angle Rd	25th St	4LD	2,100	6%	25	1.19%	No
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	2,100	43%	178	8.48%	Yes
Kings Hwy	Crossroads Pkwy	Graham Rd	4LD	2,100	45%	187	8.90%	Yes
Kings Hwy	Graham Rd	Picos Rd	4LD	2,100	48%	199	9.48%	Yes
Kings Hwy	Picos Rd	Project Driveway	4LD	2,100	48%	199	9.48%	Yes
Kings Hwy	Project Driveway	Orange Ave	4LD	2,100	50%	208	9.90%	Yes
Kings Hwy	Orange Ave	Angle Rd	2L	1,070	7%	29	2.71%	No
Kings Hwy	Angle Rd	St. Lucie Blvd	2L	1,070	4%	17	1.59%	No
Okeechobee Rd	McCarty Rd	Kings Hwy	4LD	3,240	5%	21	0.65%	No
Okeechobee Rd	Kings Hwy	Crossroads Pkwy	6LD	4,240	18%	75	1.77%	No
Okeechobee Rd	Crossroads Pkwy	I-95	6LD	4,240	20%	83	1.96%	No
Okeechobee Rd	I-95	Jenkins Rd	8LD	4,240	20%	83	1.96%	No
Okeechobee Rd	Jenkins Rd	McNeil Rd	6LD	2,680	23%	95	3.54%	No
Okeechobee Rd	McNeil Rd	Virginia Ave	6LD	2,680	20%	83	3.10%	No
Okeechobee Rd	Virginia Ave	Hartman Rd	4LD	2,100	8%	33	1.57%	No
Okeechobee Rd	Hartman Rd	35th Street	4LD	1,630	6%	25	1.53%	No
Florida's Turnpike	Port St. Lucie Blvd	Okeechobee Rd	4LX	3,270	10%	42	1.28%	No
Florida's Turnpike	Okeechobee Rd	Indian River C.L	4LX	3,270	10%	42	1.28%	No
I-95	Midway Rd	Okeechobee Rd	6LX	5,610	13%	54	0.96%	No
I-95	Okeechobee Rd	Orange Ave	8LX	7,440	13%	54	0.73%	No
I-95	Orange Ave	Indrio Rd	8LX	7,440	10%	42	0.56%	No
Angle Road	Johnston Rd	Kings Hwy	2L	1,070	2%	8	0.75%	No
Angle Road	Kings Hwy	Keen Rd	2L	880	1%	4	0.45%	No
Graham Rd	Kings Hwy	Jenkins Rd	2L	630	3%	12	1.90%	No
Crossroads Pkwy	Kings Hwy	Okeechobee Rd	2L	790	2%	8	1.01%	No
Picos Rd	Campbell Rd	Kings Hwy	2L	540	2%	8	1.48%	Yes
Jenkins Rd	Edwards Rd	Okeechobee Rd	2L	880	3%	12	1.36%	No
Jenkins Rd	Okeechobee Rd	Graham Rd	2L	920	3%	12	1.30%	No
Jenkins Rd	Graham Rd	Peterson Rd	2L	630	3%	12	1.90%	No
Jenkins Rd	Peterson Rd	Orange Ave	2L	920	3%	12	1.30%	No
Virginia Ave	Okeechobee Rd	Hartman Rd	6LD	2,680	12%	50	1.87%	No
Virginia Ave	Hartman Rd	35th Street	6LD	2,680	12%	50	1.87%	No
Hartman Rd	Okeechobee Rd	Peterson Rd	2L	750	2%	8	1.07%	No
Hartman Rd	Peterson Rd	Delaware Ave	2L	540	0%	0	0.00%	No
Hartman Rd	Delaware Ave	Orange Ave	2L	790	2%	8	1.01%	No

Table 3: AM Peak Hour Capacity Analysis

Roadway	From	To	Existing Lanes	Existing LOS D Service Volume	Year 2024 Traffic Volume Peak Hour Peak Direction	Committed Traffic - Option #1: Committed Development Traffic	Committed Traffic - Option #1: 1.0% Traffic Growth	Committed Traffic - Option #1: Committed plus 1.0%	Committed Traffic - Option #2: Historic Growth Rate 2.5%	Committed Traffic - Option #2: Max Historic Growth or 1%	Committed Traffic - Option #2: Max Historic Growth	Utilized (Maximum) Committed Traffic	Project Traffic	2035 Total Traffic	Meets Standard ??
Orange Ave	Kings Hwy	I-95	4LD	2,100	863	780	100	880	2.50%	2.50%	269	880	137	1,880	Yes
Kings Hwy	Okeechobee Rd	Crossroads Pkwy	4LD	2,100	442	570	51	621	2.50%	2.50%	138	621	178	1,241	Yes
Kings Hwy	Crossroads Pkwy	Graham Rd	4LD	2,100	442	570	51	621	2.50%	2.50%	138	621	187	1,250	Yes
Kings Hwy	Graham Rd	Picos Rd	4LD	2,100	442	570	51	621	2.50%	2.50%	138	621	199	1,262	Yes
Kings Hwy	Picos Rd	Project Driveway	4LD	2,100	407	607	47	654	2.50%	2.50%	127	654	199	1,260	Yes
Kings Hwy	Project Driveway	Orange Ave	4LD	2,100	478	672	55	727	2.50%	2.50%	149	727	208	1,413	Yes
Picos Rd	Campbell Rd	Kings Hwy	2L	540	80	0	9	9	2.50%	2.50%	25	25	8	113	Yes

Independence Charter

Project Access

Access to the site will be shared with the existing full access of the St. Peter Ministry Center driveway on S. Jenkins Road.

Trip Generation

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 10th Edition*. **Table 1** summarizes the trip generation analysis, and the detailed ITE sheets are included in the **Attachments**.

Table 1
Trip Generation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
536	Private School (K-12)	750 ST	2.48	1,860	0.80	600	366	234	0.17	128	55	73

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.
Average rates were used R^2>.75

The proposed development will generate 1,860 new daily trips, of which 600 trips occur during the AM peak hour and 128 trips occur during the PM peak hour.

Trip Distribution

The proposed trip distribution pattern was estimated based on the nature of the proposed land use, site location, the surrounding transportation network, and surrounding residential neighborhoods. The proposed project's trip distribution pattern is illustrated in **Figure 2.**

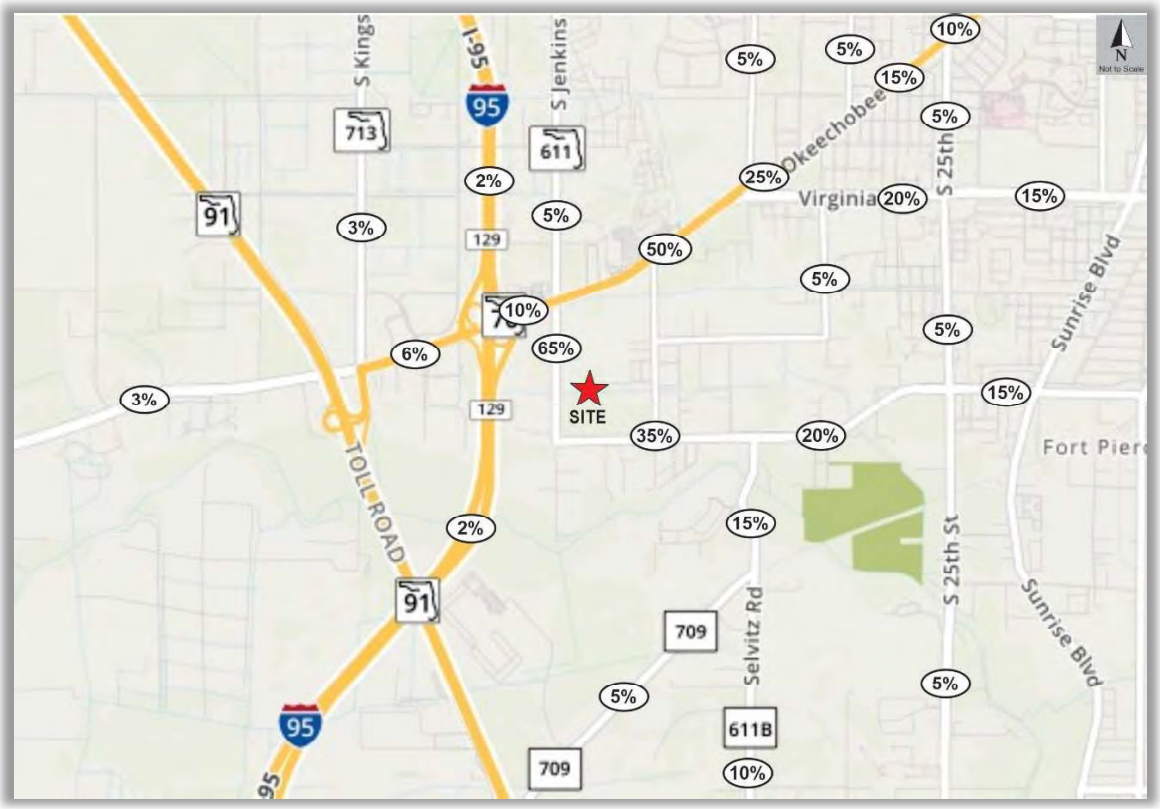


Figure 2 – Project Trip Distribution

Study Area

In accordance with the requirements of a TIS methodology, the study area will encompass major roadway segments and intersections where development is expected to consume 5% or more of their adopted peak hour Level of Service (LOS) capacities and 1% of the adopted LOS capacity of the road directly accessed by the project. Study area data was obtained from the St. Lucie TPO *Traffic Counts and Level of Service Report, Fall 2018* and Florida Department of Transportation (FDOT) *2013 Quality/Level of Service (Q/LOS) Manual***.** Excerpts from the traffic count report and the Q/LOS tables are included in the **Attachments**. **Table 2** provides the calculations for determining the study area of the project.

Table 2
Study Area Determination

Station ID	Road Name	From	To	LOS STD	2-Way Capacity	Trip Dist	Proj Trips	% Cap	In Study?
159	25th St	Bell Ave	Edwards Rd	D	3,760	5%	30	0.8%	NO
940021	25th St	Edwards Rd	Cortez Blvd	D	3,580	5%	30	0.8%	NO
529	25th St	Cortez Blvd	Virginia Ave	D	3,580	5%	30	0.8%	NO
612	35th St	Kirby Loop Rd	Cortez Blvd	D	950	0%	0	0.0%	NO
612	35th St	Cortez Blvd	Virginia Ave	D	1,400	5%	30	2.1%	NO
613	35th St	Virginia Ave	Okeechobee Rd	D	1,330	0%	0	0.0%	NO
174	Edwards Rd	Jenkins Rd	Mcneil Rd	C	1,140	35%	210	18.4%	**YES**
174	Edwards Rd	Mcneil Rd	Selvitz Rd	C	1,250	35%	210	16.8%	**YES**
110	Edwards Rd	Selvitz Rd	25th St	D	1,600	20%	120	7.5%	**YES**
108	Edwards Rd	25th St	Sunrise Blvd	D	2,920	15%	90	3.1%	NO
113	Glades Cut-off Rd	Jenkins Rd	Selvitz Rd	C	1,510	5%	30	2.0%	NO
670	Hartman Rd	Okeechobee Rd	Peterson Rd	D	1,330	5%	30	2.3%	NO
133	Jenkins Rd	Edwards Rd	Okeechobee Rd	D	1,600	65%	390	24.4%	**YES**
131	Jenkins Rd	Okeechobee Rd	Graham Rd	D	1,680	5%	30	1.8%	**YES**
131	Jenkins Rd	Graham Rd	Peterson Rd	C	1,140	5%	30	2.6%	**YES**
131	Jenkins Rd	Peterson Rd	Orange Ave	D	1,680	5%	30	1.8%	**YES**
940757	Kings Hwy	Okeechobee Rd	Crossroads Pkwy	C	1,510	3%	18	1.2%	NO
940757	Kings Hwy	Crossroads Pkwy	Graham Rd	D	1,160	3%	18	1.6%	NO
940076	Kings Hwy	Graham Rd	Picos Rd	D	1,160	3%	18	1.6%	NO
677	Kirby Loop Rd	Edwards Rd	35th St	C	1,140	0%	0	0.0%	NO
940025	Okeechobee Rd	Mccarty Rd	Florida's Turnpike	C	3,260	3%	18	0.6%	NO
940025	Okeechobee Rd	Florida's Turnpike	Kings Hwy	C	3,600	3%	18	0.5%	NO
940748	Okeechobee Rd	Kings Hwy	Crossroads Pkwy	C	7,580	6%	36	0.5%	NO
940106	Okeechobee Rd	Crossroads Pkwy	I-95	C	7,580	6%	36	0.5%	NO
940029	Okeechobee Rd	I-95	Jenkins Rd	C	7,450	10%	60	0.8%	NO
940029	Okeechobee Rd	Jenkins Rd	Mcneil Rd	D	7,210	50%	300	4.2%	NO
940742	Okeechobee Rd	Mcneil Rd	Virginia Ave	D	5,660	50%	300	5.3%	**YES**
688	Okeechobee Rd	Virginia Ave	Hartman Rd	D	3,760	25%	150	4.0%	NO
688	Okeechobee Rd	Hartman Rd	35th St	D	2,920	20%	120	4.1%	NO
689	Okeechobee Rd	35th St	25th St	D	2,920	15%	90	3.1%	NO
703	Selvitz Rd	Midway Rd	Glades Cut-off Rd	C	1,250	10%	60	4.8%	NO
704	Selvitz Rd	Glades Cut-off Rd	Edwards Rd	D	1,400	15%	90	6.4%	**YES**
940032	Virginia Ave	35th St	25th St	D	5,390	20%	120	2.2%	NO
940030	Virginia Ave	Okeechobee Rd	Hartman Rd	D	5,390	25%	150	2.8%	NO
940030	Virginia Ave	Hartman Rd	35th St	D	5,390	25%	150	2.8%	NO

Source: 2018 St Lucie TPO Traffic Counts and Level of Service Report TMS Segment Report
FDOT 2013 Table 4 and Table 7 QLOS

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.05
2	01/07/2024 - 01/13/2024	0.99	1.04
3	01/14/2024 - 01/20/2024	0.97	1.02
* 4	01/21/2024 - 01/27/2024	0.96	1.01
* 5	01/28/2024 - 02/03/2024	0.95	1.00
* 6	02/04/2024 - 02/10/2024	0.94	0.99
* 7	02/11/2024 - 02/17/2024	0.93	0.98
* 8	02/18/2024 - 02/24/2024	0.93	0.98
* 9	02/25/2024 - 03/02/2024	0.94	0.99
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.99
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.95	1.00
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.01
*16	04/14/2024 - 04/20/2024	0.96	1.01
17	04/21/2024 - 04/27/2024	0.98	1.03
18	04/28/2024 - 05/04/2024	1.00	1.05
19	05/05/2024 - 05/11/2024	1.01	1.06
20	05/12/2024 - 05/18/2024	1.03	1.08
21	05/19/2024 - 05/25/2024	1.04	1.09
22	05/26/2024 - 06/01/2024	1.04	1.09
23	06/02/2024 - 06/08/2024	1.05	1.11
24	06/09/2024 - 06/15/2024	1.05	1.11
25	06/16/2024 - 06/22/2024	1.06	1.12
26	06/23/2024 - 06/29/2024	1.06	1.12
27	06/30/2024 - 07/06/2024	1.07	1.13
28	07/07/2024 - 07/13/2024	1.07	1.13
29	07/14/2024 - 07/20/2024	1.08	1.14
30	07/21/2024 - 07/27/2024	1.07	1.13
31	07/28/2024 - 08/03/2024	1.07	1.13
32	08/04/2024 - 08/10/2024	1.06	1.12
33	08/11/2024 - 08/17/2024	1.05	1.11
34	08/18/2024 - 08/24/2024	1.05	1.11
35	08/25/2024 - 08/31/2024	1.05	1.11
36	09/01/2024 - 09/07/2024	1.05	1.11
37	09/08/2024 - 09/14/2024	1.05	1.11
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.04	1.09
40	09/29/2024 - 10/05/2024	1.03	1.08
41	10/06/2024 - 10/12/2024	1.01	1.06
42	10/13/2024 - 10/19/2024	1.00	1.05
43	10/20/2024 - 10/26/2024	1.00	1.05
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.00	1.05
48	11/24/2024 - 11/30/2024	1.00	1.05
49	12/01/2024 - 12/07/2024	1.00	1.05
50	12/08/2024 - 12/14/2024	1.00	1.05
51	12/15/2024 - 12/21/2024	1.00	1.05
52	12/22/2024 - 12/28/2024	0.99	1.04
53	12/29/2024 - 12/31/2024	0.97	1.02

* PEAK SEASON

St. Lucie Transportation Planning Organization

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APPENDIX E

Traffic Counts and Level of Service Report 2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	529	23,683	2023	2,000	1,393	C	0.70	1,147	C	0.57
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	609	21,514	2024	2,000	1,108	C	0.55	1,080	C	0.54
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	21,514	2024	1,630	1,108	D	0.68	1,080	D	0.66
25TH ST	GEORGIA AVE to DELAWARE AVE	609	21,514	2024	1,630	1,108	D	0.68	1,080	D	0.66
25TH ST	DELAWARE AVE to ORANGE AVE	780	22,500	2025	1,630	1,088	D	0.67	1,149	D	0.70
25TH ST	ORANGE AVE to AVENUE D	610	20,161	2023	1,630	1,003	D	0.62	1,161	D	0.71
25TH ST	AVENUE D to AVENUE Q	781	18,500	2025	1,630	1,005	D	0.62	1,196	D	0.73
25TH ST	AVENUE Q to JUANITA AVE	781	18,500	2025	2,000	1,005	C	0.50	1,196	C	0.60
25TH ST	JUANITA AVE to ST LUCIE BLVD	782	13,000	2025	2,100	805	C	0.38	959	C	0.46
25TH ST	ST LUCIE BLVD to US 1	783	7,700	2025	2,100	479	C	0.23	433	C	0.21
29TH ST	AVENUE D to ORANGE AVE	774	4,100	2025	790	216	C	0.27	220	C	0.28
29TH ST	AVENUE D to AVENUE Q	774	4,100	2025	790	216	C	0.27	220	C	0.28
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	6,596	2023	750	374	D	0.50	336	C	0.45
33RD ST	DELAWARE AVE to ORANGE AVE	763	6,400	2025	790	368	C	0.47	389	C	0.49
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	5,334	2023	540	386	D	0.71	332	D	0.61
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	5,334	2023	790	386	C	0.49	332	C	0.42
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,730	2021	750	232	C	0.31	250	C	0.33
53RD ST	ANGLE RD to JUANITA AVE	614	2,334	2022	540	152	C	0.28	157	C	0.29
AE BACKUS AVE	7TH ST to US 1	632	931	2022	750	66	C	0.09	68	C	0.09
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	16,500	2025	2,100	1,104	C	0.53	909	C	0.43
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	16,500	2025	2,100	1,104	C	0.53	909	C	0.43
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	243	19,858	2024	2,100	1,007	C	0.48	1,025	C	0.49
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	101	15,445	2024	2,000	820	C	0.41	873	C	0.44
AIROSO BLVD	FLORESTA DR to ST JAMES DR	301	21,000	2025	2,100	1,186	C	0.56	1,111	C	0.53
ANGLE RD	ORANGE AVE to AVENUE D	100	8,834	2024	790	476	D	0.60	464	D	0.59
ANGLE RD	AVENUE D to AVENUE Q	100	8,834	2024	540	476	D	0.88	464	D	0.86
ANGLE RD	AVENUE Q to 53RD ST	615	8,345	2023	600	559	D	0.93	503	D	0.84
ANGLE RD	53RD ST to KEEN RD	616	5,931	2023	630	373	C	0.59	321	C	0.51
ANGLE RD	KEEN RD to KINGS HWY	616	5,931	2023	880	373	C	0.42	321	C	0.36
ANGLE RD	KINGS HWY to JOHNSTON RD	617	3,811	2022	1,070	237	B	0.22	228	B	0.21
ANGLE RD	JOHNSTON RD to FLORIDA'S TURNPIKE	770	2,400	2025	1,070	161	B	0.15	155	B	0.14
AVENUE A	7TH ST to US 1	765	2,000	2025	790	231	C	0.29	234	C	0.30

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

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

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Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
AVENUE A	US 1 to INDIAN RIVER DR	766	2,700	2025	600	157	C	0.26	151	C	0.25
AVENUE D	ANGLE RD to 29TH ST	164	4,287	2022	600	229	C	0.38	236	C	0.39
AVENUE D	29TH ST to 25TH ST	164	4,287	2022	790	229	C	0.29	236	C	0.30
AVENUE D	25TH ST to 17TH ST	163	4,619	2021	750	229	C	0.31	225	C	0.30
AVENUE D	17TH ST to 13TH ST	162	2,771	2022	750	154	C	0.21	146	C	0.19
AVENUE D	13TH ST to 10TH ST	161	1,552	2022	750	80	C	0.11	81	C	0.11
AVENUE D	10TH ST to 7TH ST	160	2,382	2022	750	121	C	0.16	125	C	0.17
AVENUE D	7TH ST to US 1	160	2,382	2022	750	121	C	0.16	125	C	0.17
AVENUE I	25TH ST to 17TH ST	620	1,817	2022	750	132	C	0.18	109	C	0.15
AVENUE I	17TH ST to 13TH ST	620	1,817	2022	750	132	C	0.18	109	C	0.15
AVENUE H	13TH ST to 7TH ST	618	1,782	2022	540	105	C	0.19	105	C	0.19
AVENUE H	7TH ST to US 1	619	1,565	2022	750	86	C	0.11	84	C	0.11
AVENUE Q	ANGLE RD to 25TH ST	700	5,206	2023	750	271	C	0.36	264	C	0.35
AVENUE Q	25TH ST to 17TH ST	701	3,359	2021	750	196	C	0.26	204	C	0.27
AVENUE Q	17TH ST to 13TH ST	701	3,359	2021	540	196	C	0.36	204	C	0.38
AVENUE O	13TH ST to US 1	685	2,009	2022	540	114	C	0.21	111	C	0.21
AVENUE C	10TH ST to 7TH ST	631	350	2022	540	30	C	0.06	27	C	0.05
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	621	6,548	2024	830	327	C	0.39	310	C	0.37
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	309	30,633	2024	2,100	1,535	C	0.73	1,517	C	0.72
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	750	24,000	2025	2,100	1,206	C	0.57	1,165	C	0.55
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	307	30,447	2024	2,100	1,646	C	0.78	1,743	C	0.83
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	305	19,000	2025	920	1,063	F	1.16	889	D	0.97
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	622	14,229	2024	790	752	D	0.95	750	C	0.95
BAYSHORE BLVD	SELVITZ RD to ST JAMES DR	751	6,900	2025	750	361	C	0.48	394	D	0.53
BEACH AVE	OLEANDER AVE to RIO MAR DR	623	3,152	2022	540	184	C	0.34	177	C	0.33
BECKER RD	VILLAGE PKWY to I-95	624	10,500	2025	3,170	596	C	0.19	612	C	0.19
BECKER RD	I-95 to SAVONA BLVD	625	28,500	2025	2,000	1,995	D	1.00	1,900	C	0.95
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	626	23,500	2025	2,100	1,226	C	0.58	1,294	C	0.62
BECKER RD	ALBACORE ST to DARWIN BLVD	302	18,500	2025	1,500	1,009	C	0.67	980	C	0.65
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	302	18,500	2025	2,100	1,009	C	0.48	980	C	0.47
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	627	23,000	2025	2,000	1,883	C	0.94	1,539	C	0.77
BECKER RD	DARWIN BLVD to ATHENA DR	627	23,000	2025	2,000	1,883	C	0.94	1,539	C	0.77

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Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,642	2024							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,642	2024							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,642	2024							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,944	2024							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,944	2024							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,763	2023	790	364	C	0.46	358	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,763	2023	920	364	C	0.40	358	C	0.39
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,070	2022	750	93	C	0.12	98	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,986	2024	880	668	C	0.76	678	C	0.77
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,143	2024	920	593	C	0.64	595	C	0.65
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,691	2022	2,100	246	C	0.12	234	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,766	2022	1,070	217	B	0.20	190	B	0.18
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JUANITA AVE	53RD ST to 25TH ST	122	1,369	2022	750	87	C	0.12	72	C	0.10
JUANITA AVE	25TH ST to US 1	120	3,445	2022	750	176	C	0.23	192	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,109	2023	630	227	C	0.36	246	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,109	2023	630	227	C	0.36	246	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,986	2024							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,986	2024							
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,196	2024							
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,196	2024							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	15,122	2024							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,634	2024							
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	14,415	2024							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,369	2021	630	137	C	0.22	127	C	0.20
KITTERMAN RD	OLEANDER AVE to US 1	124	3,241	2023	750	209	C	0.28	170	C	0.23

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Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OLEANDER AVE	KITTERMAN RD to MIDWAY RD	141	5,200	2025	750	407	D	0.54	413	D	0.55
OLEANDER AVE	MIDWAY RD to WEATHERBEE RD	139	5,879	2023	750	332	C	0.44	335	C	0.45
OLEANDER AVE	WEATHERBEE RD to BELL AVE	139	5,879	2023	540	332	D	0.61	335	D	0.62
OLEANDER AVE	BELL AVE to FARMER'S MARKET RD	240	11,569	2024	540	573	E	1.06	567	E	1.05
OLEANDER AVE	FARMER'S MARKET RD to EDWARDS RD	240	11,569	2024	750	573	D	0.76	567	D	0.76
OLEANDER AVE	EDWARDS RD to WISTERIA AVE	505	9,680	2024	750	620	D	0.83	546	D	0.73
OLEANDER AVE	WISTERIA AVE to GARDENIA AVE	505	9,680	2024	540	620	F	1.15	546	E	1.01
OLEANDER AVE	GARDENIA AVE to VIRGINIA AVE	505	9,680	2024	790	620	D	0.78	546	D	0.69
OLEANDER AVE	VIRGINIA AVE to SUNRISE BLVD	503	4,773	2023	600	268	C	0.45	277	C	0.46
ORANGE AVE	OKEECHOBEE C.L. to SNEED RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SNEED RD to HEADER CANAL RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	HEADER CANAL RD to SHINN RD	144	5,479	2021	670	320	C	0.48	305	C	0.46
ORANGE AVE	SHINN RD to CAMPBELL RD	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	CAMPBELL RD to KINGS HWY	759	9,900	2025	1,070	553	C	0.52	500	C	0.47
ORANGE AVE	KINGS HWY to I-95	940041	18,044	2024							
ORANGE AVE	I-95 to JENKINS RD	940035	15,959	2024							
ORANGE AVE	JENKINS RD to HARTMAN RD	940028	18,256	2024							
ORANGE AVE	HARTMAN RD to ANGLE RD	940028	18,256	2024							
ORANGE AVE	ANGLE RD to 25TH ST	940151	8,946	2013							
ORANGE AVE	25TH ST to 17TH ST	945040	14,095	2024							
ORANGE AVE	17TH ST to 13TH ST	945040	14,095	2024							
ORANGE AVE	13TH ST to 10TH ST	945040	14,095	2024							
ORANGE AVE	10TH ST to 7TH ST	940155	10,375	2024							
ORANGE AVE	7TH ST to US 1	945134	7,977	2024							
ORANGE AVE	US 1 to 2ND ST	760	3,500	2025	600	328	D	0.55	330	D	0.55
ORANGE AVE	2ND ST to INDIAN RIVER DR	760	3,500	2025	750	328	C	0.44	330	C	0.44
PARR DR	PORT ST LUCIE BLVD to DARWIN BLVD	209	1,986	2022	700	154	C	0.22	133	C	0.19
PARR DR	DARWIN BLVD to TULIP BLVD	723	1,935	2023	540	170	C	0.31	129	C	0.24
PARR DR	SAVONA BLVD to PORT ST LUCIE BLVD	747	6,300	2025	700	375	C	0.54	354	C	0.51
PARR DR	ROSSER BLVD to SAVONA BLVD	747	6,300	2025	630	375	C	0.60	354	C	0.56
PEACOCK BLVD	CALIFORNIA BLVD to CASHMERE BLVD	693	5,857	2021	630	370	C	0.59	412	C	0.65
PEACOCK BLVD	UNIVERSITY BLVD to CALIFORNIA BLVD	694	11,445	2024	920	824	C	0.90	827	C	0.90

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

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

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

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
GEORGIA AVE	13TH ST to 7TH ST	506	2,211	2023	600	134	C	0.22	150	C	0.25
GEORGIA AVE	7TH ST to US 1	504	1,972	2023	600	109	C	0.18	117	C	0.20
GILSON RD	MARTIN C.L. to BECKER RD	111	11,314	2024	710	963	F	1.36	1,019	F	1.44
GILSON RD	BECKER RD to NW LAKERIDGE DR	775	3,300	2025	540	177	C	0.33	198	C	0.37
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,743	2022	1,070	172	B	0.16	182	B	0.17
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	5,565	2022	1,070	438	C	0.41	509	C	0.48
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	773	550	2025	390	32	B	0.08	32	B	0.08
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	731	5,600	2024	920	458	C	0.50	453	C	0.49
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	10,534	2024	790	605	D	0.77	597	D	0.76
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,441	2023	830	384	C	0.46	356	C	0.43
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,268	2022	630	143	C	0.23	144	C	0.23
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	7,200	2025	750	452	D	0.60	392	D	0.52
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	7,200	2025	540	452	D	0.84	392	D	0.73
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	7,200	2025	790	452	D	0.57	392	D	0.50
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	636	2024	670	43	B	0.06	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	7,050	2023	790	391	D	0.49	370	C	0.47
I-95	MARTIN C.L. to GATLIN BLVD	890334	79,895	2024							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	94,995	2024							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	77,652	2024							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024							
I-95	ORANGE AVE to INDRIO RD	941905	56,920	2024							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	46,817	2024							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	ORANGE AVE to AVENUE A	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	AVENUE D to SEAWAY DR	761	6,900	2025	790	371	C	0.47	392	D	0.50
INDIAN RIVER DR	AVENUE A to AVENUE D	761	6,900	2025	540	371	D	0.69	392	D	0.73
INDRIO RD	PRIVATE RD to I-95 W RAMP	771	6,600	2025	1,080	421	C	0.39	406	B	0.38
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,238	2024							

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

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

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

Limited Access

APPENDIX F

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
(Core Urbanized)				
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
(Urbanized)				
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
(Transitioning)				
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
(Rural)				
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

Peak Hour Two-Way

	B	C	D	E
(Core Urbanized)				
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
(Urbanized)				
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
(Transitioning)				
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
(Rural)				
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
(Core Urbanized)				
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
(Urbanized)				
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
(Transitioning)				
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
(Rural)				
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.

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		E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290		**
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		**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620		**

	B	C		E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090		**
6 Lane	*	4,760		**

	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.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020		5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

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.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Turn Count Summary

Location: at , [redacted]ns & Peterson

APPENDIX G

GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-18
Day of week: Thursday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	1	0	0	0	0	0	1	0	0	0	0	2
07:00	0	47	0	0	0	0	0	49	0	0	0	0	96
07:15	0	48	0	0	0	0	0	47	0	0	0	0	95
07:30	0	77	0	0	0	0	0	64	0	0	0	0	141
07:45	0	43	0	0	0	0	0	54	0	0	0	0	97
08:00	0	38	0	0	0	0	0	51	0	0	0	0	89
08:15	0	61	0	0	0	0	0	57	0	0	0	0	118
08:30	0	67	0	0	0	0	0	56	0	0	0	0	123
08:45	0	59	0	0	0	0	0	51	0	0	0	0	110
09:00	0	3	0	0	0	0	0	2	0	0	0	0	5

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	1	0	0	0	0	0	1	0	0	0	0	2
07:00	0	47	0	0	0	0	0	49	0	0	0	0	96
07:15	0	48	0	0	0	0	0	47	0	0	0	0	95
07:30	0	77	0	0	0	0	0	64	0	0	0	0	141
07:45	0	43	0	0	0	0	0	54	0	0	0	0	97
08:00	0	38	0	0	0	0	0	51	0	0	0	0	89
08:15	0	61	0	0	0	0	0	57	0	0	0	0	118
08:30	0	67	0	0	0	0	0	56	0	0	0	0	123
08:45	0	59	0	0	0	0	0	51	0	0	0	0	110
09:00	0	3	0	0	0	0	0	2	0	0	0	0	5

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	219	0	0	0	0	0	226	0	0	0	0	445
Factor	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.79
Approach Factor	0.71			0.00			0.88			0.00			

Peak Hour Vehicle Summary

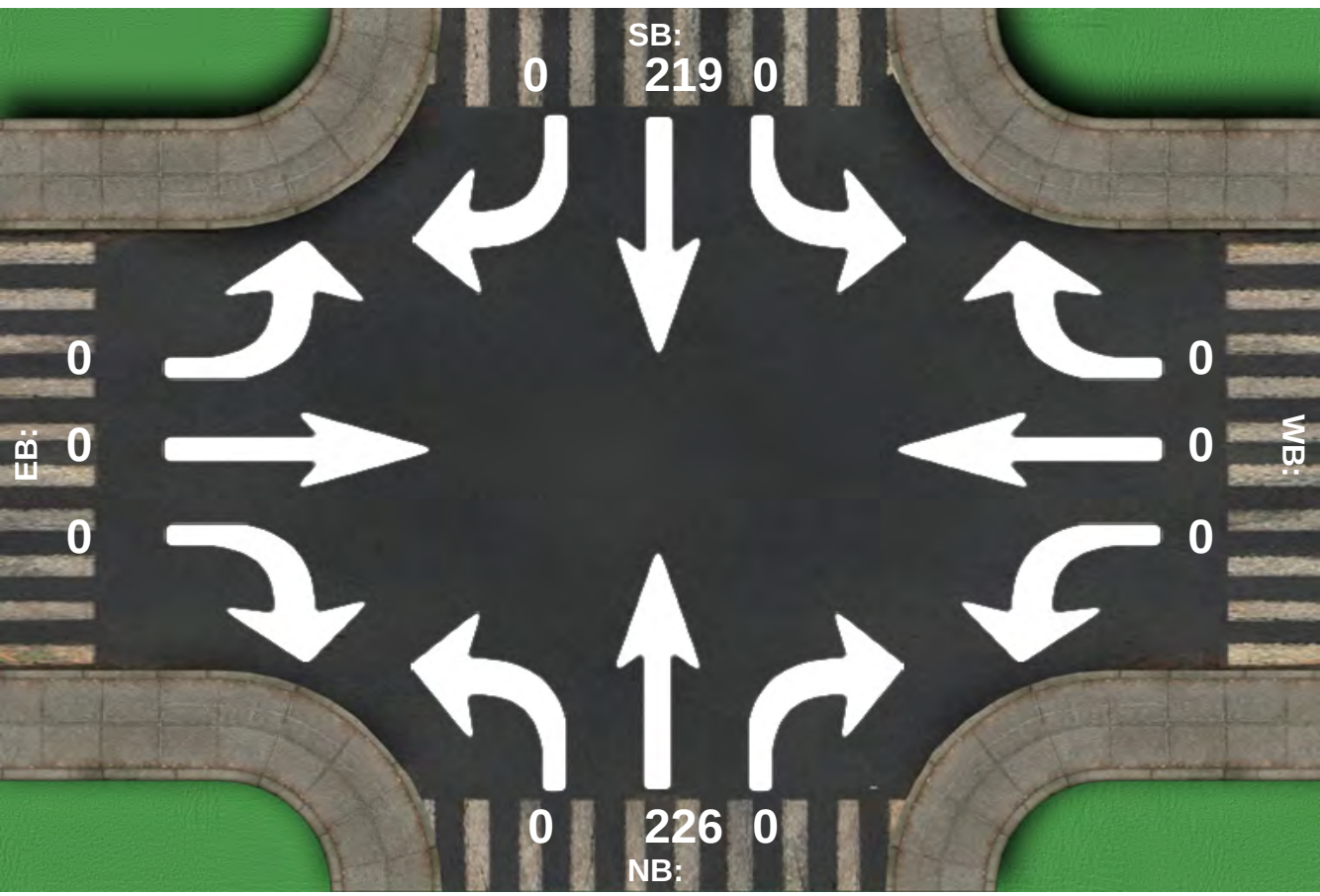
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	219	0	0	0	0	0	226	0	0	0	0	445

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-18
Day of week: Thursday
Weather:
Analyst: BMM



Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	219	0	0	0	0	0	226	0	0	0	0	445
Factor	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.79
Approach Factor	0.71			0.00			0.88			0.00			

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Turn Count Summary

Location: at , [redacted]
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-18
Day of week: Thursday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:58	0	2	0	0	0	0	0	4	0	0	0	0	6
16:00	0	73	0	0	0	0	0	79	0	0	0	0	152
16:15	0	66	0	0	0	0	0	81	0	0	0	0	147
16:30	0	51	0	0	0	0	0	66	0	0	0	0	117
16:45	0	63	0	0	0	0	0	56	0	0	0	0	119
17:00	0	90	0	1	0	0	0	70	0	0	0	0	161
17:15	0	40	0	0	0	0	0	59	0	0	0	0	99
17:30	0	81	0	0	0	0	0	52	0	0	0	0	133
17:45	2	50	0	0	0	1	0	44	1	0	0	0	98
18:00	0	0	0	0	0	0	0	2	0	0	0	0	2

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:58	0	2	0	0	0	0	0	4	0	0	0	0	6
16:00	0	73	0	0	0	0	0	79	0	0	0	0	152
16:15	0	66	0	0	0	0	0	81	0	0	0	0	147
16:30	0	51	0	0	0	0	0	66	0	0	0	0	117
16:45	0	63	0	0	0	0	0	56	0	0	0	0	119
17:00	0	90	0	1	0	0	0	70	0	0	0	0	161
17:15	0	40	0	0	0	0	0	59	0	0	0	0	99
17:30	0	81	0	0	0	0	0	52	0	0	0	0	133
17:45	2	50	0	0	0	1	0	44	1	0	0	0	98
18:00	0	0	0	0	0	0	0	2	0	0	0	0	2

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
15:58	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:15 - 17:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	270	0	1	0	0	0	273	0	0	0	0	544
Factor	0.00	0.75	0.00	0.25	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.84
Approach Factor	0.75			0.25			0.84			0.00			

Peak Hour Vehicle Summary

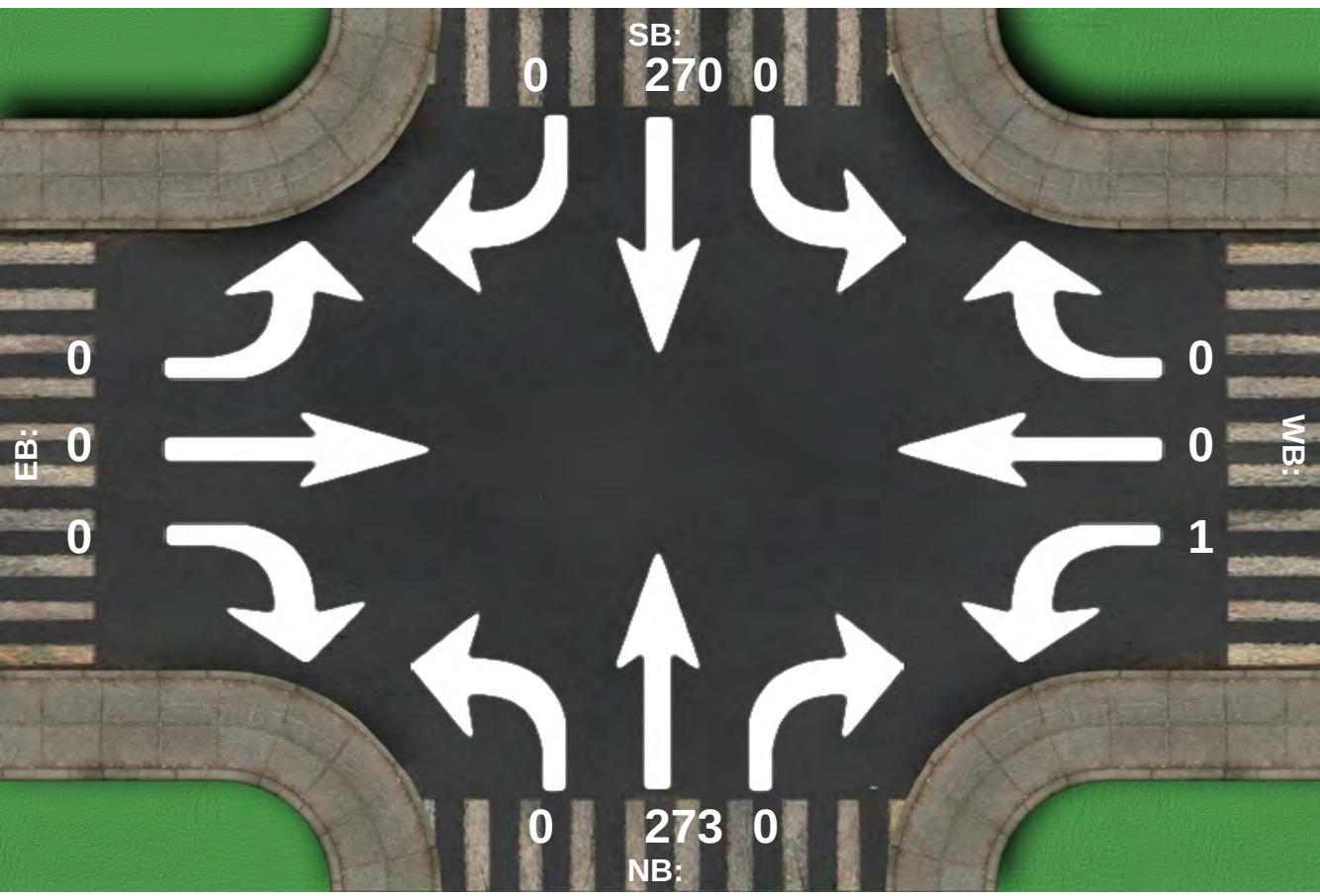
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	270	0	1	0	0	0	273	0	0	0	0	544

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-18
Day of week: Thursday
Weather:
Analyst: BMM



Intersection Peak Hour

16:15 - 17:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	270	0	1	0	0	0	273	0	0	0	0	544
Factor	0.00	0.75	0.00	0.25	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.84
Approach Factor	0.75			0.25			0.84			0.00			

cc
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Turn Count Summary

Location: **at ,** 
GPS Coordinates: **Lat=27.187252, Lon=-80.289241**
Date: **2025-12-16**
Day of week: **Tuesday**
Weather:
Analyst: **BMM**

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:09	0	5	1	0	1	1	2	9	1	10	1	11	42
07:15	0	21	9	1	2	3	10	26	5	11	6	31	125
07:30	3	29	13	2	4	4	7	46	5	3	4	32	152
07:45	2	57	11	0	3	2	13	46	1	8	11	19	173
08:00	6	50	11	0	2	0	10	41	6	3	3	15	147
08:15	2	40	0	0	2	4	6	40	5	2	5	21	127
08:30	2	36	7	0	1	1	10	30	1	2	6	18	114
08:45	1	35	7	0	2	1	8	27	5	5	9	16	116
09:00	0	23	4	0	0	1	7	18	1	2	6	16	78

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:09	0	5	1	0	1	1	2	9	1	10	1	11	42
07:15	0	21	9	1	2	3	10	26	5	11	6	31	125
07:30	3	29	13	2	4	4	7	46	5	3	4	32	152
07:45	2	57	11	0	3	2	13	46	1	8	11	19	173
08:00	6	50	11	0	2	0	10	41	6	3	3	15	147
08:15	2	40	0	0	2	4	6	40	5	2	5	21	127
08:30	2	36	7	0	1	1	10	30	1	2	6	18	114
08:45	1	35	7	0	2	1	8	27	5	5	9	16	116
09:00	0	23	4	0	0	1	7	18	1	2	6	16	78

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:09	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	13	176	35	2	11	10	36	173	17	16	23	87	599
Factor	0.54	0.77	0.67	0.25	0.69	0.62	0.69	0.94	0.71	0.50	0.52	0.68	0.87
Approach Factor	0.80			0.57			0.94			0.81			

Peak Hour Vehicle Summary

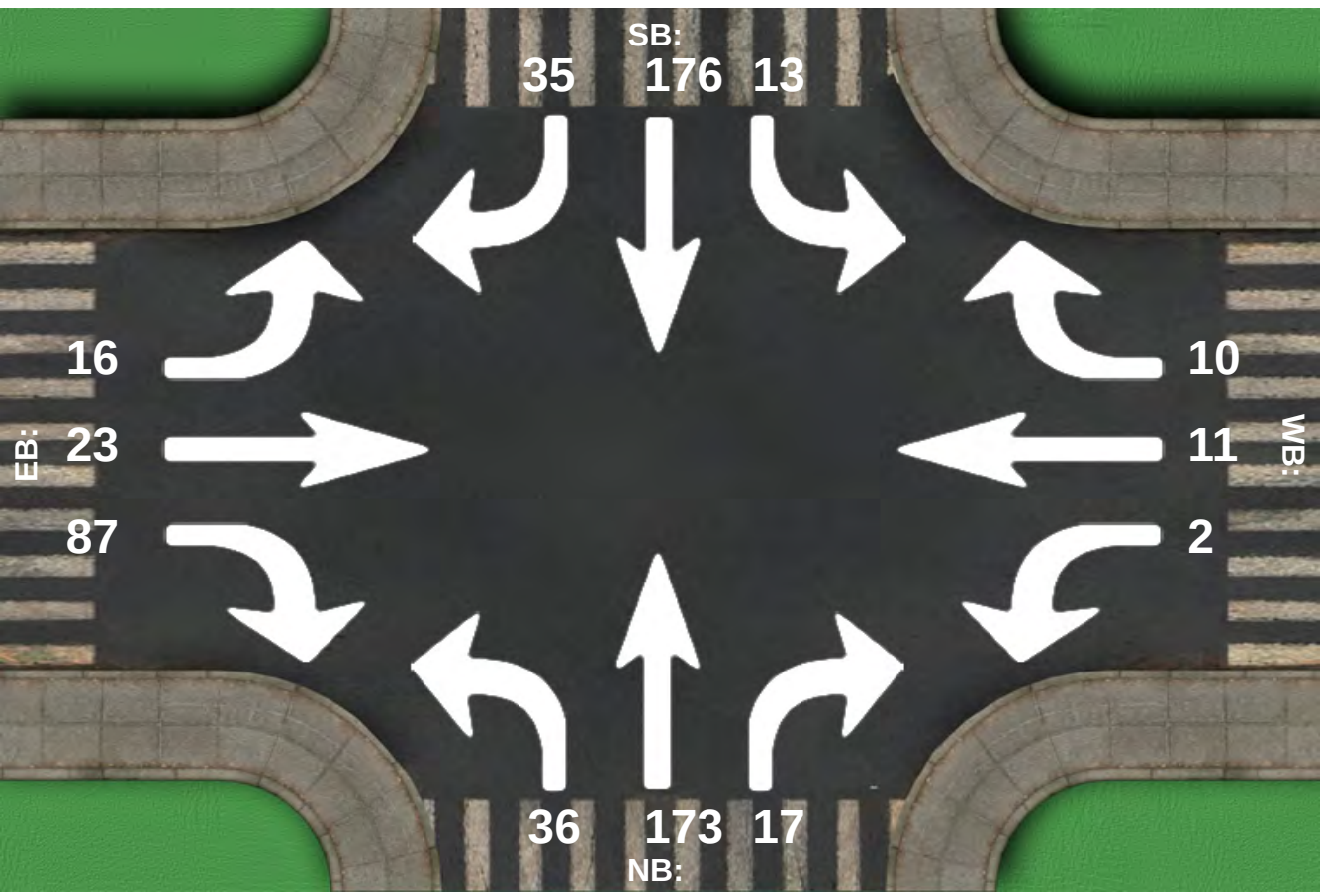
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	13	176	35	2	11	10	36	173	17	16	23	87	599

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-16
Day of week: Tuesday
Weather:
Analyst: BMM



Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	13	176	35	2	11	10	36	173	17	16	23	87	599
Factor	0.54	0.77	0.67	0.25	0.69	0.62	0.69	0.94	0.71	0.50	0.52	0.68	0.87
Approach Factor	0.80			0.57			0.94			0.81			

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Turn Count Summary

Location: at , [redacted]
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-16
Day of week: Tuesday
Weather:
Analyst: BMM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:01	0	36	15	2	4	3	10	42	1	2	2	10	127
16:15	2	30	12	0	4	1	20	39	2	5	4	7	126
16:30	0	49	11	1	0	2	26	51	2	6	3	13	164
16:45	1	47	13	1	4	4	20	42	3	9	2	16	162
17:00	3	56	11	1	8	1	28	54	8	2	3	16	191
17:15	0	53	15	0	4	2	29	42	4	1	3	13	166
17:30	2	43	13	0	3	3	31	60	3	6	0	16	180
17:45	5	39	16	2	2	0	29	44	7	7	2	16	169
18:00	0	4	4	1	0	0	7	3	1	0	0	0	20

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:01	0	36	15	2	4	3	10	42	1	2	2	10	127
16:15	2	30	12	0	4	1	20	39	2	5	4	7	126
16:30	0	49	11	1	0	2	26	51	2	6	3	13	164
16:45	1	47	13	1	4	4	20	42	3	9	2	16	162
17:00	3	56	11	1	8	1	28	54	8	2	3	16	191
17:15	0	53	15	0	4	2	29	42	4	1	3	13	166
17:30	2	43	13	0	3	3	31	60	3	6	0	16	180
17:45	5	39	16	2	2	0	29	44	7	7	2	16	169
18:00	0	4	4	1	0	0	7	3	1	0	0	0	20

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:01	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	10	191	55	3	17	6	117	200	22	16	8	61	706
Factor	0.50	0.85	0.86	0.38	0.53	0.50	0.94	0.83	0.69	0.57	0.67	0.95	0.92
Approach Factor	0.91			0.65			0.90			0.85			

Peak Hour Vehicle Summary

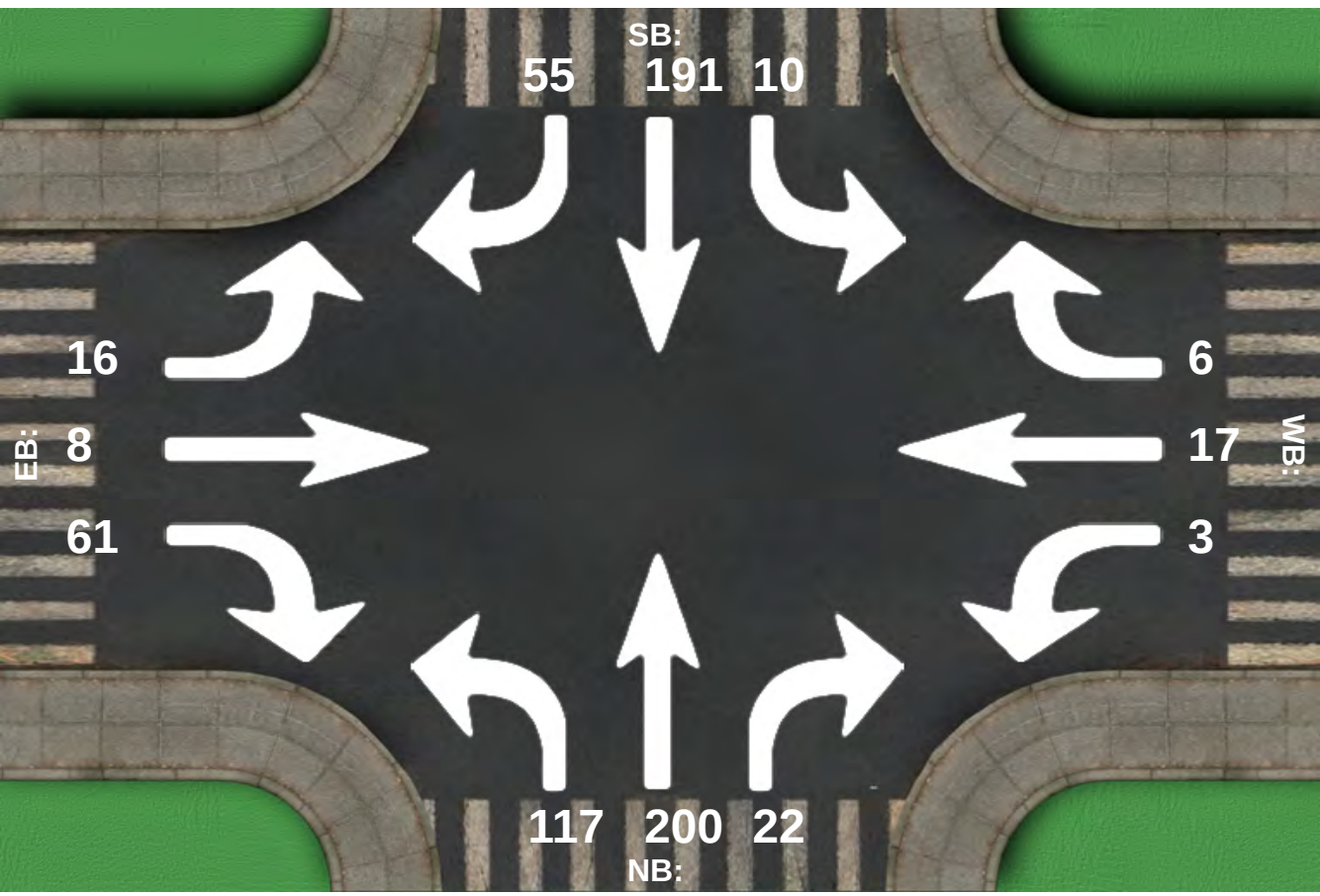
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	10	191	55	3	17	6	117	200	22	16	8	61	706

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=27.187252, Lon=-80.289241
Date: 2025-12-16
Day of week: Tuesday
Weather:
Analyst: BMM



Intersection Peak Hour

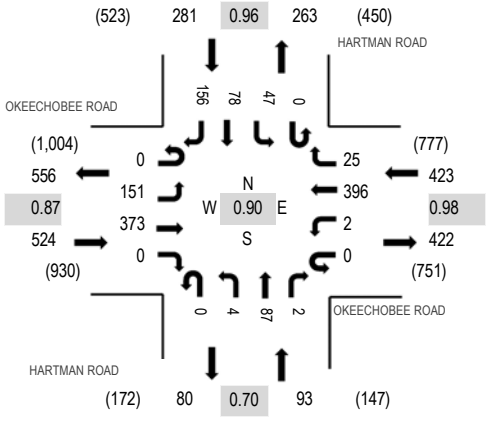
17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	10	191	55	3	17	6	117	200	22	16	8	61	706
Factor	0.50	0.85	0.86	0.38	0.53	0.50	0.94	0.83	0.69	0.57	0.67	0.95	0.92
Approach Factor	0.91			0.65			0.90			0.85			

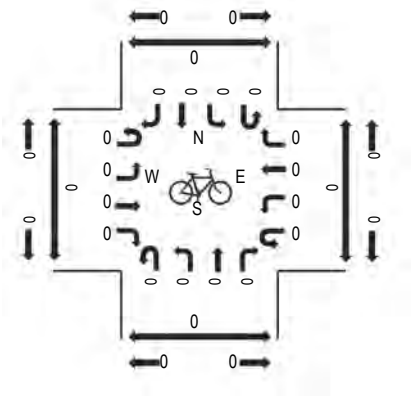
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HARTMAN ROAD & OKEECHOBEE ROAD AM
Date: Wednesday, March 25, 2026
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

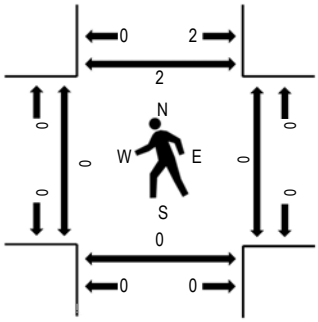
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OKEECHOBEE ROAD Eastbound				OKEECHOBEE ROAD Westbound				HARTMAN ROAD Northbound				HARTMAN ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	17	60	0	1	0	74	0	0	0	7	0	0	4	12	20	195	1,184	0	0	0	0
7:15 AM	0	27	77	0	0	0	85	3	0	1	11	0	0	9	25	39	277	1,305	0	0	0	0
7:30 AM	0	53	98	0	0	0	104	4	0	0	33	0	0	7	21	48	368	1,321	0	0	0	0
7:45 AM	0	28	117	0	0	1	100	4	0	3	17	0	0	17	17	40	344	1,252	0	0	0	0
8:00 AM	0	39	84	0	0	0	98	10	0	1	14	0	0	14	16	40	316	1,193	0	0	0	2
8:15 AM	0	31	74	0	0	1	94	7	0	0	23	2	0	9	24	28	293		0	0	0	0
8:30 AM	0	40	75	0	0	2	88	6	0	1	20	0	0	10	26	31	299		0	0	0	1
8:45 AM	0	31	79	0	0	5	79	11	0	0	14	0	0	14	22	30	285		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7
Lights	0	149	359	0	0	2	383	25	0	4	85	2	0	46	77	154	1,286
Mediums	0	2	12	0	0	0	8	0	0	0	2	0	0	1	1	2	28
Total	0	151	373	0	0	2	396	25	0	4	87	2	0	47	78	156	1,321

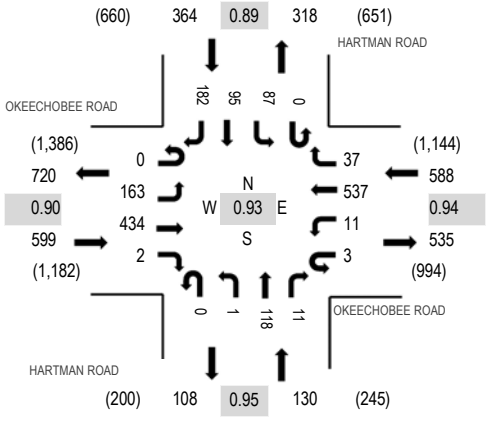
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.1%				3.1%				2.2%				1.4%			2.6%
Heavy Vehicle %	0.0%	1.3%	3.8%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	2.1%	1.3%	1.3%	2.6%
Peak Hour Factor		0.87				0.98				0.70				0.96			0.90
Peak Hour Factor	0.00	0.71	0.80	0.00	0.25	0.40	0.95	0.77	0.00	0.42	0.66	0.25	0.00	0.74	0.85	0.87	0.90

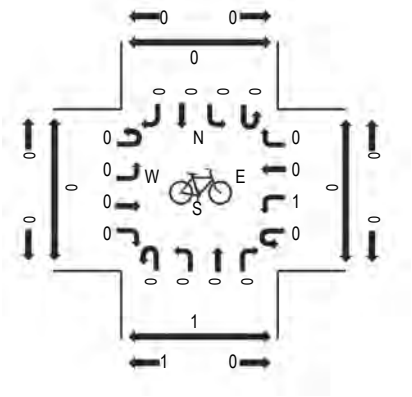
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HARTMAN ROAD & OKEECHOBEE ROAD PM
Date: Wednesday, March 25, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

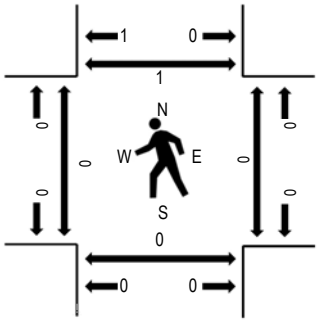
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OKEECHOBEE ROAD Eastbound				OKEECHOBEE ROAD Westbound				HARTMAN ROAD Northbound				HARTMAN ROAD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	45	83	0	0	2	128	9	0	1	25	1	0	18	18	36	366	1,550	0	0	0	1
4:15 PM	0	56	89	1	0	1	107	11	0	0	34	1	0	12	20	33	365	1,591	0	0	0	0
4:30 PM	0	49	115	1	0	5	135	15	0	0	19	2	0	17	21	43	422	1,680	0	0	0	0
4:45 PM	0	39	105	0	0	3	137	3	0	2	28	2	0	14	20	44	397	1,676	0	0	0	0
5:00 PM	0	32	87	0	2	4	139	12	0	1	29	3	0	28	27	43	407	1,681	0	0	0	1
5:15 PM	0	39	114	1	0	2	155	8	0	0	31	2	0	28	30	44	454		0	0	0	0
5:30 PM	0	46	114	0	1	2	125	9	0	0	31	4	0	15	19	52	418		0	0	0	0
5:45 PM	0	46	119	1	0	3	118	8	0	0	27	2	0	16	19	43	402		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	160	425	2	3	11	534	37	0	1	117	11	0	87	94	179	1,661
Mediums	0	3	8	0	0	0	2	0	0	0	1	0	0	0	1	3	18
Total	0	163	434	2	3	11	537	37	0	1	118	11	0	87	95	182	1,681

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				0.5%				0.8%				1.1%			1.2%
Heavy Vehicle %	0.0%	1.8%	2.1%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	1.1%	1.6%	1.2%
Peak Hour Factor		0.90				0.94				0.95				0.89			0.93
Peak Hour Factor	0.00	0.84	0.91	0.50	0.38	0.70	0.91	0.68	0.00	0.38	0.96	0.69	0.00	0.78	0.82	0.88	0.93