# BRIZON INVESTMENTS SCALE FUTURE LAND USE AMENDMENT FROM ROI TO CG

Project № 22242.3, v1.2
June 2023

## TRANSPORTATION IMPACT ANALYSIS
## PORT ST LUCIE
## FLORIDA

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## EXECUTIVE SUMMARY

***Project Information***

| | |
|---|---|
| Name: | Brizon Investments Scale Future Land Use Amendment |
| Location: | Northeast corner of SW Port St. Lucie Boulevard and SW Aviation Avenue |
| Jurisdiction: | Port St Lucie, Florida |
| Description: | Comprehensive Plan Amendment:<br>Current Future Land Use (FLU) – Residential Office Institutional (ROI)<br>Proposed FLU – General Commercial (CG)<br>Propose Development:<br>Convenience Store/Gas Station – 8 vehicle fueling positions |

***Findings***

| | |
|---|---|
| Trip Generation: | 891 Daily Trips/ 51 AM Peak Hour Trips/ 65 PM Peak Hour Trips<br>Proposed FLU Amendment will result in the following additional traffic:<br>• 1,861 daily trips<br>• 107 PM peak hour trips |
| Roadway Capacity: | Existing – Savona Boulevard from Paar Drive to Gaitlin Boulevard operates below adopted level of service (LOS). |
| Horizon Year: | <u>2030 Base Condition Deficiencies:</u><br>Gaitlin Boulevard – Rosser Boulevard to Savona Boulevard<br>Gaitlin Boulevard – Savona Boulevard to Port St Lucie Boulevard<br>Port St Lucie Boulevard – Del Rio Boulevard to Cameo Boulevard<br>Port St Lucie Boulevard – Cameo Boulevard to Florida's Turnpike<br>Savona Boulevard – Paar Drive to Gaitlin Boulevard<br>Savona Boulevard – Gaitlin Boulevard to California Boulevard<br>Tulip Boulevard – Port St Lucie Boulevard to Paar Drive<br><br><u>2030 Projected Condition Deficiencies:</u><br>Amendment does not cause any further deficiencies. |
| Intersection Capacity: | SW Port St Lucie Boulevard and SW Aviation Avenue currently experiences delay and is projected to continue at buildout. Project access driveways are projected to operate at an adequate level of service (LOS) at project buildout. |
| Turn Lane Improvements: | Existing turn lanes are sufficient to accommodate projected traffic conditions.<br>Turn Lanes are not warranted at the project access driveways on SW Port St. Lucie Boulevard nor SW Aviation Avenue. |

## PROFESSIONAL ENGINEERING CERTIFICATION

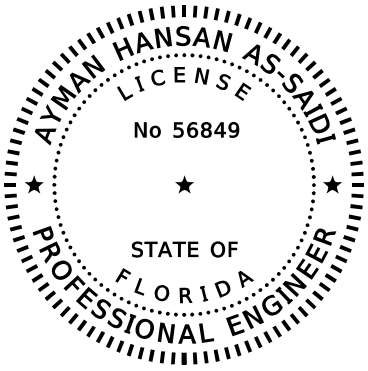
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

**PROJECT:** Brizon Investments Scale Future Land Use Amendment

**LOCATION:** Port St Lucie

**CLIENT:** Estacado Interest LLC

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

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## 1.0 INTRODUCTION

This Transportation Impact Analysis (TIA) was conducted to assess the impact of the proposed convenience store/gas station with 8 vehicle fueling pumps and in support of a Comprehensive Plan Amendment application to change the Future Land Use (FLU) for the proposed development of Brizon Investments. The ±1.03-acre site is located on the northeast corner of SW Port St. Lucie Boulevard and SW Aviation Avenue in Port St. Lucie, Florida. **Figure 1** illustrates the site location and transportation area network. This TIA was revised in consideration of the comments received from the City of Port St. Lucie. The property information and City correspondence are provided in **Appendix A**.

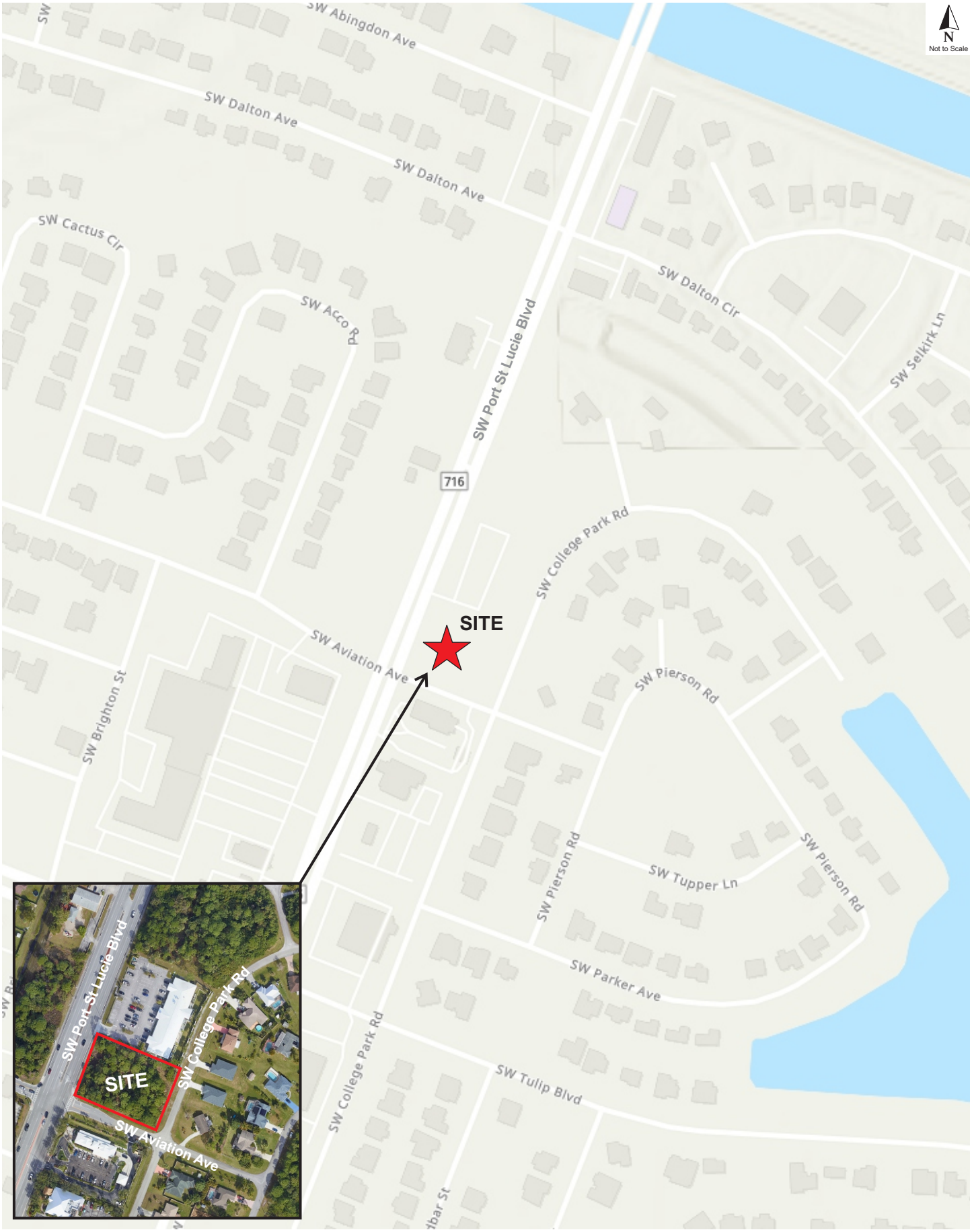
Access to the proposed site will be provided via two (2) access driveways; one (1) existing right-in/right-out (RI/RO) access driveway on SW Port St. Lucie Boulevard, which is shared with an adjacent existing business, and one (1) proposed full access driveway on SW Aviation Avenue.

The analysis evaluates the capacity of the access driveways on SW Port St. Lucie Boulevard and SW Aviation Avenue to accommodate the projected traffic for buildout traffic conditions. Additionally, the analysis evaluates the need for ingress turn lanes at the project driveways, including left and right turn lane warrants.

### 1.1 Future Land Use Designation

The current FLU designation for the property is Residential Office Institutional (ROI) with a maximum building coverage of 40%. The proposed FLU designation for the property is General Commercial (GC) with a maximum building coverage of 40%. Excerpts from the *Port St. Lucie Code of Ordinances* are included in **Appendix B**.

**Table 1** summarizes the land uses and the maximum building coverage for the site as currently adopted and with the requested CP Amendment.




TMC Traffic & Mobility Consultants

# Site Location Map

Brizon Investments
22242.3, v1.1

Figure
1

**Table 1**
**Future Land Use Designations**

| Land Use Designation | Jurisdiction | Area | Maximum Building Coverage | Development |
|---|---|---|---|---|
| ***Existing FLU - Professional Zoning District (P)*** | | | | |
| Residential Office Institutional (ROI) | Port St Lucie | 1.03 Ac | 40% | 17.95 KSF |
| ***Proposed FLU - General Commercial Zoning District (CG)*** | | | | |
| General Commercial | Port St Lucie | 1.03 Ac | 40% | 17.95 KSF |

The analysis was performed using traffic data obtained in the field by Traffic & Mobility Consultants LLC (TMC), information obtained from the project team, data published by the Florida Department of Transportation (FDOT), the Institute of Transportation Engineers, and public data obtained from *St. Lucie Transportation Planning Organization (TPO),* included in Appendix C.

## 2.0 EXISTING TRAFFIC CONDITIONS

Existing conditions were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. This included the area's major roadways, which were analyzed for PM peak hour conditions and a review of intersection capacities, which were analyzed for both AM peak hour and PM peak hour conditions.

### 2.1 Roadway Segment Capacity

The existing conditions on the roadway network were analyzed by comparing the latest available traffic volumes on each of the roadway segments to the adopted capacity thresholds. The existing conditions analysis was based on information obtained from the *St. Lucie County TPO 2022 Traffic Counts and Level of Service Report* and the City of Port St. Lucie *2020 – 2040 Comprehensive Plan (CP) Table 2-1 Roadway System Classifications*. Excerpts from the *TPO* and *CP* are provided in **Appendix C**.

**Table 2** summarizes the existing conditions capacity analysis in the study area. The analysis reveals that all study roadway segments currently operate at adequate Level of Service (LOS) except Savona Boulevard from Paar Drive to Gaitlin Boulevard, which is currently operating below the adopted level of service (LOS).

### 2.2 Intersection Capacity Analysis

Existing traffic volumes were obtained at the intersections of SW Port St. Lucie Boulevard and SW Aviation Avenue and SW Port St. Lucie Boulevard and the RI/RO access driveway to establish the prevailing traffic profiles during the peak hours. Traffic counts were obtained between the hours of 7:00am to 9:00am and 4:00pm to 6:00pm. The intersection capacity analysis was performed for AM and PM peak hour periods. The capacity analysis was performed using Synchro software and the methods of the *Highway Capacity Manual (HCM)*. A peak seasonal adjustment factor was not applied to the volumes as they were collected during the peak season. The raw traffic volume data and the *2021 Peak Seasonal Factor Category Report* are included in **Appendix D**. The results of the intersection capacity analysis are summarized in **Table 3** and included in **Appendix E**.

**Table 2**
**Existing Roadway Segment Capacity Analysis**

| Station ID | Roadway | Segment Limits | # Lns | Road Classification | Min LOS | AADT | PM Peak Hour | | | LOS | Meets Std ? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Cap | Volume | V/C | | |
| 638 | Cameo Blvd | Port St Lucie Blvd to California Blvd | 2 | Collector | D | 4,900 | 750 | 299 | 0.399 | C | Y |
| 659 | Darwin Blvd | Tulip Blvd to Port St Lucie Blvd | 2 | Collector | D | 12,900 | 920 | 603 | 0.655 | C | Y |
| 311 | Del Rio Blvd | Port St Lucie Blvd to California Blvd | 2 | Collector | D | 10,000 | 920 | 704 | 0.765 | C | Y |
| 945075 | Gaitlin Blvd | Rosser Blvd to Savona Blvd | 6 | Pincipal Arterial | E | 47,867 | 3,170 | 2,846 | 0.898 | C | Y |
| 945075 | Gaitlin Blvd | Savona Blvd to Port St Lucie Blvd | 6 | Pincipal Arterial | E | 47,867 | 3,170 | 2,846 | 0.898 | C | Y |
| 948519 | Port St Lucie Blvd | Tulip Blvd to Darwin Blvd | 2 | Pincipal Arterial | E | 15,257 | 920 | 704 | 0.765 | C | Y |
| 697 | Port St Lucie Blvd | Darwin Blvd to Gaitlin Blvd | 4 | Pincipal Arterial | E | 33,879 | 3,020 | 1,712 | 0.567 | C | Y |
| 698 | Port St Lucie Blvd | Gaitlin Blvd to Del Rio Blvd | 6 | Pincipal Arterial | E | 40,895 | 3,170 | 2,108 | 0.665 | C | Y |
| 945074 | Port St Lucie Blvd | Del Rio Blvd to Cameo Blvd | 6 | Pincipal Arterial | E | 49,241 | 3,170 | 2,989 | 0.943 | C | Y |
| 945074 | Port St Lucie Blvd | Cameo Blvd to Florida‘s Turnpike | 6 | Pincipal Arterial | E | 49,241 | 3,020 | 2,989 | 0.990 | D | Y |
| 236 | Savona Blvd | Paar Dr to Gaitlin Blvd | 2 | Minor Arterial | E | 10,556 | 750 | 844 | 1.125 | F | N |
| 702 | Savona Blvd | Gaitlin Blvd to California Blvd | 2 | Minor Arterial | E | 14,200 | 790 | 695 | 0.880 | D | Y |
| 714 | Tulip Blvd | Port St Lucie Blvd to Paar Dr | 2 | Collector | D | 10,127 | 790 | 606 | 0.767 | D | Y |

*Source: St Lucie County TPO 2022 Traffic Counts and Level of Service Report*

**Table 3**
**Existing Roadway Segment Capacity Analysis**

| Intersection | Control | Time Period | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SW Port St Lucie Boulevard & SW Aviation Ave | TWSC | AM | 73.2 | F | 20.7 | C | 18.4 | C | 18.9 | C |
| | | PM | >300 | F | 26.6 | D | 32.6 | D | 35.5 | E |
| SW Port St Lucie Boulevard & RI/RO Access Driveway | TWSC | AM | -- | -- | 16.8 | C | 0.0 | A | 0.0 | A |
| | | PM | -- | -- | 17.4 | C | 0.0 | A | 0.0 | A |

*Average delay expressed in seconds/vehicle*

The unsignalized SW Port St Lucie Boulevard and SW Aviation Avenue intersection currently operates with delays on the eastbound approach during both AM and PM peak hour. The access driveway currently operates with an acceptable LOS.

## 3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The *St Lucie Transportation Improvement Program (TIP)* was checked to identify any planned or programmed improvements to the transportation facilities in this area. Pertinent information is included in **Appendix F**.

The *TIP* includes the planned widening Port St. Lucie Boulevard from two (2) to four (4) lanes, from Paar Drive to Darwin Boulevard. The *TIP* also includes traffic signal improvements on Gatlin Boulevard from west of I-95 to Port St. Lucie Boulevard. Both roadway segments are currently being funded for construction.

## 4.0 PROJECT TRAFFIC

### 4.1 Trip Generation

A trip generation analysis was conducted for the convenience store/gas station using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Pass-by trips were calculated based on the trip percentages from land use code (LUC) 945. The traffic generation of the existing and proposed maximum development scenarios were calculated using the data published in the ITE *Trip Generation Manual, 11th Edition*. The trip generation analysis and trip generation comparative analysis are summarized in **Table 4** and **Table 5**, respectively. Detailed trip generation sheets are provided in **Appendix G**.

**Table 4**
**Trip Generation Analysis**

| ITE Code | Land Use | Size | Daily | | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | Total | Enter | Exit | Rate | Total | Enter | Exit |
| 945 | Convenience Store/Gas Station | 8 VFP | 265.12 | 2,121 | 16.06 | 128 | 64 | 64 | 18.42 | 147 | 74 | 73 |
| | *Pass By Trips (60% AM, 56% PM)* | | | *1,230* | | *77* | *38* | *39* | | *82* | *41* | *41* |
| | ***Net New Trips*** | | | ***891*** | | ***51*** | ***26*** | ***25*** | | ***65*** | ***33*** | ***32*** |

*Trip generation analysis and pass-by trip percentages were based on ITE Trip Generation Manual, 11th Edition*
*VFP - Vehicle Fueling Positions*

The proposed development is projected to generate 891 new trips per day, of which 51 new trips occur during the AM peak hour and 65 new trips occur during the PM peak hour.

**Table 5**
**Trip Generation Comparative Analysis**

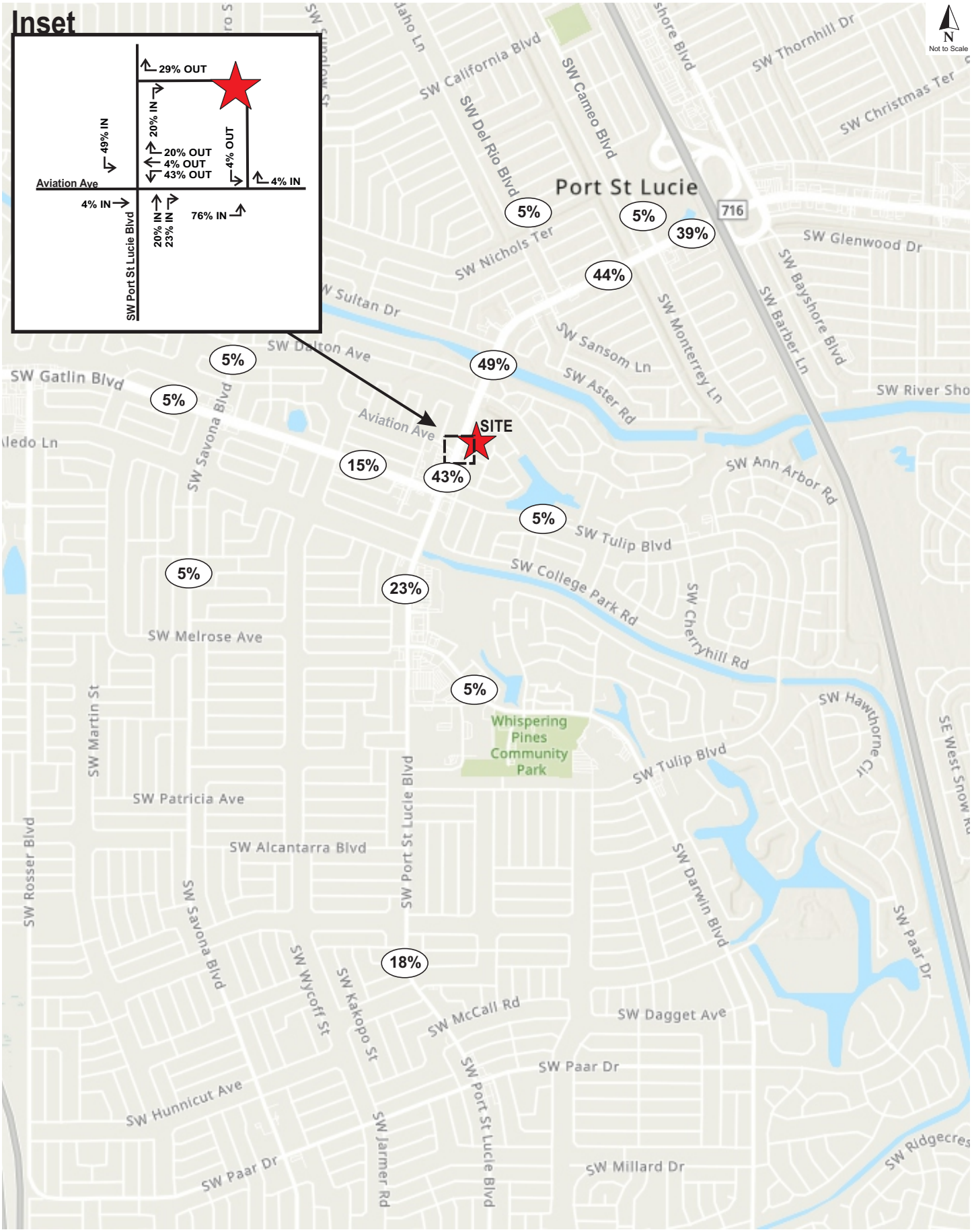
| ITE Code | Land Use | Size | Daily | | PM Peak Hour Trips | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Rate | Trips | Rate | Total | Enter | Exit |
| **Existing FLU - Professional Zoning District (P)** | | | | | | | | |
| 710 | Residential Office Institutional (ROI) | 17.95 KSF | 14.51 | 260 | 2.22 | 40 | 7 | 33 |
| **Proposed FLU - General Commercial Zoning District (CG)** | | | | | | | | |
| 945 | Convenience Store/Gas Station | 8 VFP | 265.12 | 2,121 | 18.42 | 147 | 74 | 73 |
| ***Net Change in Trips w/ Proposed Amendment*** | | | | ***1,861*** | | ***107*** | ***67*** | ***40*** |

*Trip calculations and pass-by trip percentages based on ITE Trip Generation, 11th Edition*
*Fitted Curve Equation used to calculate rates when $R^2 > 0.75$*
*General Office Building ITE Trip Generation rates were used for ROI*

The proposed FLU amendment is projected to generate a net increase of 1,861 daily trips and 107 PM peak hour trips.

## 4.2 Trip Distribution

The project trips were distributed and assigned to the development driveways to generate the projected traffic volumes and turning movements at both proposed driveways. The trip assignment was made in accordance with the existing peak hour traffic patterns of the transportation roadway network. The proposed trip distribution pattern is provided in **Figure 2**.




**Trip Distribution**
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22242.3, v1.1

Figure
2

## 5.0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to evaluate the impact of the proposed amendment on the roadway network, as well as the proposed access connections and intersection to the site. The projected conditions analysis was performed for the Horizon Year (2030). The analyses were conducted for the base condition (without the amendment) and for the proposed condition (with the amendment).

### 5.1 Background Traffic Volumes and Transportation Network

A review of the historical trends was conducted within the influence area. A minimum 2% annual growth rate was applied to roadway segments for which minimal or no growth was detected. The annual growth rate was used to compute the background traffic volumes for the Horizon Year, which reflects the continuing growth in the general area and resulting additional traffic in these segments. Historical counts and growth rate information are provided in **Appendix H.**

### 5.2 Horizon Year Conditions

**Table 6** summarizes the base conditions analysis (without the amendment) for the 2030 Horizon Year. The analysis reveals that the following segments are projected to exceed the LOS standard in the Horizon Year:

- Gaitlin Boulevard – Rosser Boulevard to Savona Boulevard
- Gaitlin Boulevard – Savona Boulevard to Port St Lucie Boulevard
- Port St Lucie Boulevard – Del Rio Boulevard to Cameo Boulevard
- Port St Lucie Boulevard – Cameo Boulevard to Florida's Turnpike
- Savona Boulevard – Paar Drive to Gaitlin Boulevard
- Savona Boulevard – Gaitlin Boulevard to California Boulevard
- Tulip Boulevard – Port St Lucie Boulevard to Paar Drive

Analysis of projected conditions with the proposed amendment, summarized in **Table 7**, reveals that the amendment will not cause any additional segments to become deficient in the Horizon Year.

**Table 6**
**Base Conditions Analysis – Horizon Year (2030)**

| Station ID | Roadway | Segment Limits | # Lns | Min LOS | Capacity | 2022 PM Peak Hr Volume | Background | | Meets Std ? |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Growth | Volume | |
| 638 | Cameo Blvd | Port St Lucie Blvd to California Blvd | 2 | D | 750 | 299 | 2% | 347 | Y |
| 659 | Darwin Blvd | Tulip Blvd to Port St Lucie Blvd | 2 | D | 920 | 603 | 5.42% | 864 | Y |
| 311 | Del Rio Blvd | Port St Lucie Blvd to California Blvd | 2 | D | 920 | 704 | 2% | 817 | Y |
| 945075 | Gaitlin Blvd | Rosser Blvd to Savona Blvd | 6 | E | 3,170 | 2,846 | 6.87% | 4,411 | N |
| 945075 | Gaitlin Blvd | Savona Blvd to Port St Lucie Blvd | 6 | E | 3,170 | 2,846 | 6.87% | 4,411 | N |
| 948519 | Port St Lucie Blvd | Tulip Blvd to Darwin Blvd | 2 | E | 920 | 704 | 2% | 817 | Y |
| 697 | Port St Lucie Blvd | Darwin Blvd to Gaitlin Blvd | 4 | E | 3,020 | 1,712 | 2% | 1,986 | Y |
| 698 | Port St Lucie Blvd | Gaitlin Blvd to Del Rio Blvd | 6 | E | 3,170 | 2,108 | 2% | 2,445 | Y |
| 945074 | Port St Lucie Blvd | Del Rio Blvd to Cameo Blvd | 6 | E | 3,170 | 2,989 | 4.26% | 4,008 | N |
| 945074 | Port St Lucie Blvd | Cameo Blvd to Florida‘s Turnpike | 6 | E | 3,020 | 2,989 | 2% | 3,467 | N |
| 236 | Savona Blvd | Paar Dr to Gaitlin Blvd | 2 | E | 750 | 844 | 5.36% | 1,206 | N |
| 702 | Savona Blvd | Gaitlin Blvd to California Blvd | 2 | E | 750 | 695 | 5.36% | 993 | N |
| 714 | Tulip Blvd | Port St Lucie Blvd to Paar Dr | 2 | D | 790 | 606 | 6.67% | 929 | N |

**Table 7**
**Projected Conditions Analysis – Horizon Year (2030)**

| Station ID | Roadway | Segment Limits | # Lns | Min LOS | Capacity | Backg'd Volume | Dir | Project Dist | Project FLU Trips | Total Volume | Meets Std ? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 638 | Cameo Blvd | Port St Lucie Blvd to California Blvd | 2 | D | 750 | 347 | NB | 5% | 2 | 349 | Y |
| 659 | Darwin Blvd | Tulip Blvd to Port St Lucie Blvd | 2 | D | 920 | 864 | NB | 5% | 3 | 867 | Y |
| 311 | Del Rio Blvd | Port St Lucie Blvd to California Blvd | 2 | D | 920 | 817 | NB | 5% | 2 | 819 | Y |
| 945075 | Gaitlin Blvd | Rosser Blvd to Savona Blvd | 6 | E | 3,170 | 4,411 | EB | 5% | 3 | 4,414 | N |
| 945075 | Gaitlin Blvd | Savona Blvd to Port St Lucie Blvd | 6 | E | 3,170 | 4,411 | EB | 15% | 10 | 4,421 | N |
| 948519 | Port St Lucie Blvd | Tulip Blvd to Darwin Blvd | 2 | E | 920 | 817 | SB | 23% | 9 | 826 | Y |
| 697 | Port St Lucie Blvd | Darwin Blvd to Gaitlin Blvd | 4 | E | 3,020 | 1,986 | NB | 23% | 15 | 2,001 | Y |
| 698 | Port St Lucie Blvd | Gaitlin Blvd to Del Rio Blvd | 6 | E | 3,170 | 2,445 | NB | 49% | 33 | 2,478 | Y |
| 945074 | Port St Lucie Blvd | Del Rio Blvd to Cameo Blvd | 6 | E | 3,170 | 4,008 | NB | 44% | 18 | 4,026 | N |
| 945074 | Port St Lucie Blvd | Cameo Blvd to Florida's Turnpike | 6 | E | 3,020 | 3,467 | NB | 39% | 16 | 3,483 | N |
| 236 | Savona Blvd | Paar Dr to Gaitlin Blvd | 2 | E | 750 | 1,206 | NB | 5% | 3 | 1,209 | N |
| 702 | Savona Blvd | Gaitlin Blvd to California Blvd | 2 | E | 750 | 993 | NB | 5% | 2 | 995 | N |
| 714 | Tulip Blvd | Port St Lucie Blvd to Paar Dr | 2 | D | 790 | 929 | EB | 5% | 2 | 931 | N |

## 5.3 Intersection Capacity Analysis

The projected volumes for the intersection analysis were calculated based on the trip generation projections and the project's trip distribution pattern. The intersection operations were analyzed using the methods of the *Highway Capacity Manual (HCM),* as applied in the *Synchro* analytical tool, and the projected traffic volumes at the study driveways. The projected AM and PM peak intersection volume calculations are included in **Appendix I** and illustrated in **Figure 3** and **Figure 4**, respectively. The results of the background and projected analysis of peak hour conditions are summarized in **Table 8** and **Table 9**, respectively. The *Synchro* analysis output sheets are provided as **Appendix J**.

**Table 8**
**Background Intersection Capacity Analysis**

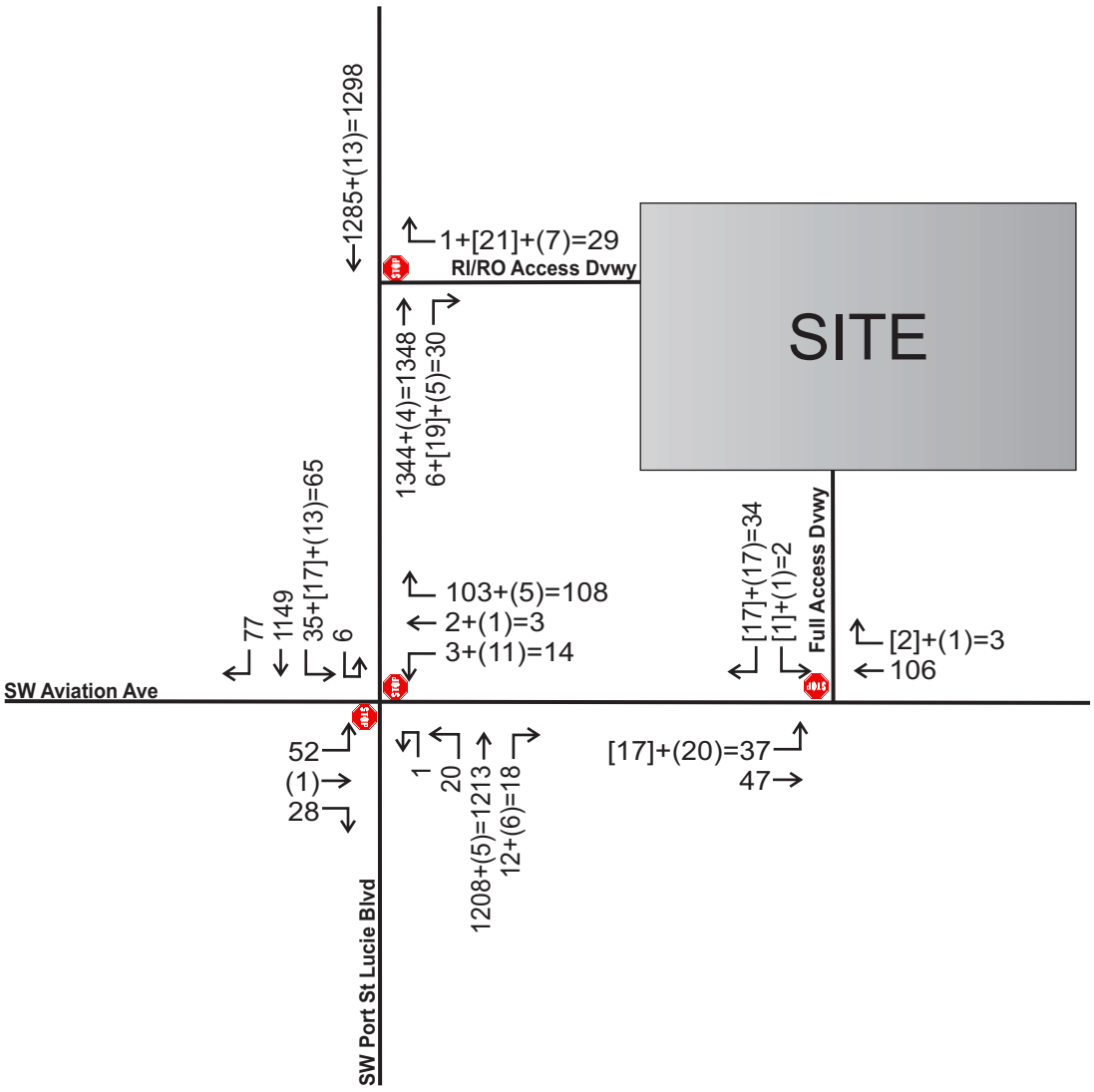
| Intersection | Control | Time Period | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SW Port St Lucie Boulevard & SW Aviation Ave | TWSC | AM | 69.0 | F | 20.7 | C | 18.1 | C | 18.9 | C |
| | | PM | >300 | F | 26.6 | D | 31.8 | D | 35.5 | E |

*Average delay expressed in seconds/vehicle*

**Table 9**
**Projected Intersection Capacity Analysis**

| Intersection | Control | Time Period | EB | | WB | | NB | | SB | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS |
| SW Port St Lucie Boulevard & RI/RO Access Driveway | TWSC | AM | -- | -- | 18.2 | C | 0.0 | A | 0.0 | A |
| | | PM | -- | -- | 18.8 | C | 0.0 | A | 0.0 | A |
| SW Aviation Ave & Full Access Driveway | TWSC | AM | 7.5 | A | 0.0 | A | -- | -- | 9.1 | A |
| | | PM | 7.5 | A | 0.0 | A | -- | -- | 9.2 | A |
| SW Port St Lucie Boulevard & SW Aviation Ave | TWSC | AM | 89.3 | F | 25.0 | D | 18.1 | C | 21.4 | C |
| | | PM | >300 | F | >300 | F | 31.8 | D | 48.7 | E |

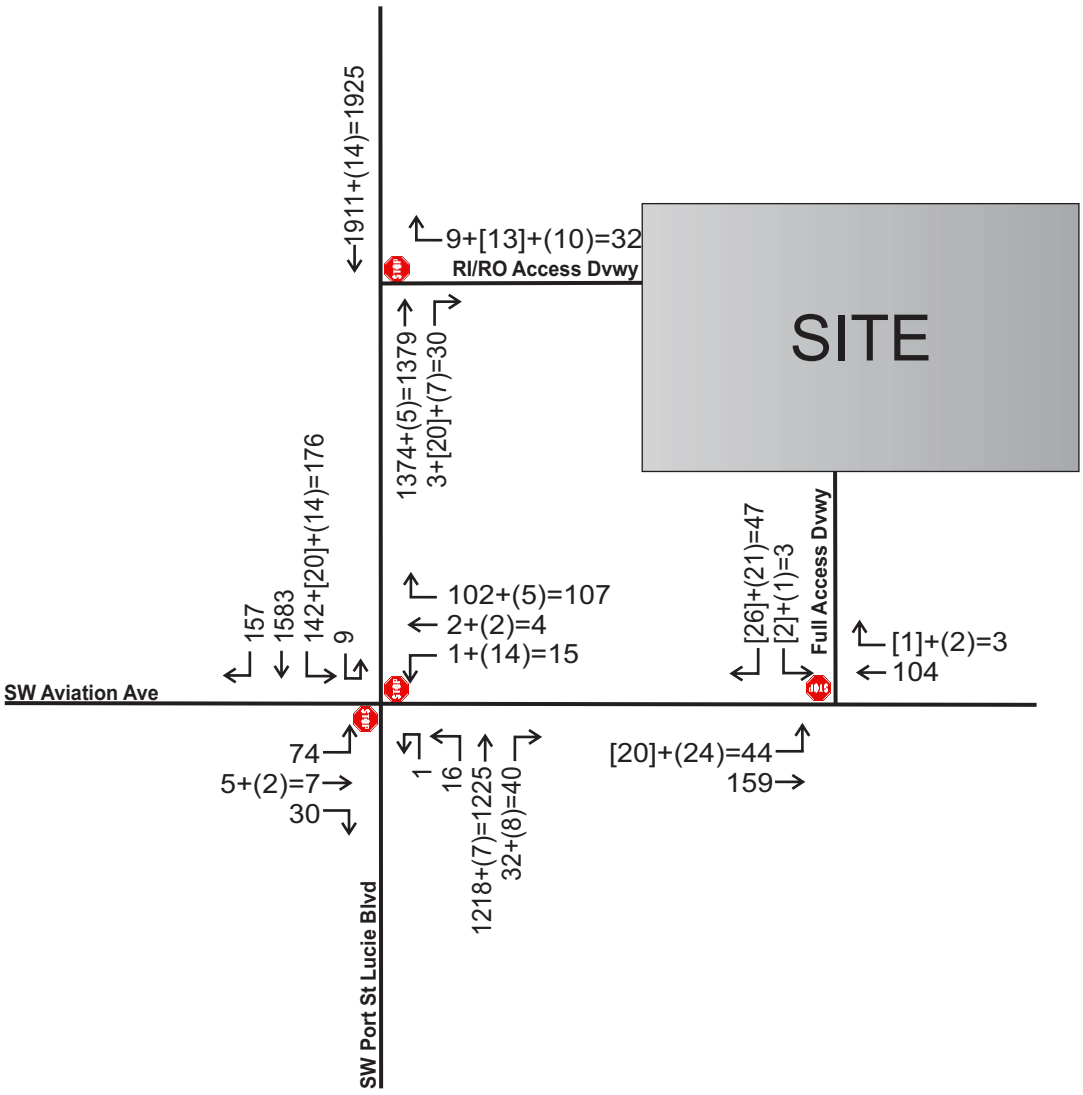
*Average delay expressed in seconds/vehicle*




*Legend:*
*Existing + [Pass-by] + (Project) = Total*

**AM Peak Hour Intersection Volumes**
Brizon Investments
22242.3, v1.1

Figure 3




*Legend:*
*Existing + [Pass-by] + (Project) = Total*

A background intersection capacity analysis was done for the intersection SW Port St Lucie Boulevard and SW Aviation Avenue to compare the maximum background 95th percentile vehicle queue to the buildout 95th percentile queue. The results of the background intersection analysis reveals that the intersection will continue to experience delays on the minor street due to the eastbound and westbound approaches. Project trips contribute less than one (1%) percent of the overall intersection volume. The analysis of driveway operations reveals that the access driveways are projected to operate with an acceptable level of service for buildout traffic conditions.

### 5.4 Intersection Queue Review

A review of projected queuing conditions at the intersection of SW Port St Lucie Boulevard and SW Aviation Avenue was conducted to determine if the existing turn lanes adequately accommodate the projected queues. The analysis was conducted for existing and buildout using the 95th percentile queue on the affected movements as obtained from the *HCM* worksheets included in **Appendix E** and **Appendix J**, respectively. Deceleration length was determined based on *FDOT Design Manual Exhibit 212-1*, included in **Appendix K**. **Table 10** shows the queue analysis summary, which shows that the existing left turn lane lengths for the southbound and westbound approaches are sufficient for the projected traffic conditions.

**Table 10**
**Queue Analysis Summary**

| Intersection | App | Mvmt | 95th %ile Queue (ft) | | | Turn Lane Length (ft) | Adequate Queue? Existing | Adequate Queue? Background | Adequate Queue? Buildout |
|---|---|---|---|---|---|---|---|---|---|
| | | | Existing | Background | Buildout | | | | |
| SW Port St Lucie Blvd & SW Aviation Ave | WB | Left | 25' | 25' | 100' | 260' | YES | YES | YES |
| | SB | Left | 75' | 75' | 125' | 250' | YES | YES | YES |

*Source: HCM Worksheets*
*Queue Length is the maximum value from AM & PM*

## 6.0 ACCESS EVALUATION

SW Port St. Lucie Boulevard is a six (6) lane divided roadway with a posted speed limit of 45 miles per hour (mph). SW Aviation Avenue is a two (2) lane undivided roadway with a posted speed limit of 25 miles per hour (mph). The site will provide access via an existing right-in/right-out (RI/RO) access driveway on SW Port St. Lucie Boulevard, which is shared with an adjacent existing business. The site will also be provided with access via one (1) full driveway on SW Aviation Avenue.

A review of turn lane warrants on SW Port St. Lucie and SW Aviation Avenue at the proposed access driveways was conducted to determine if auxiliary turn lanes are necessary to maintain the integrity of traffic flow and capacity of the road during peak hours.

Right Turn Warrants

Based on the requirements that warrant a right turn lane from the *City of Port St. Lucie Engineering Standards for Land Development* report (Table 8-5), included in the **Appendix K**, exclusive right turn lanes for driveways are required when the operational aspects of the driveway meet the volume and speed criteria presented in Table 8-5, where a traffic study indicates that the LOS is degraded by the proposed development, or where required for safety reasons. The projected volumes and posted speed limits show that a right turn lane is not warranted. Also, the crash history was reviewed for the past 5 years, using the *Signal4 Analytics*, and it shows that no crashes occurred at the existing driveway on SW Port St. Lucie, and no crashes on the segment of St. Lucie and SW Aviation Avenue adjacent to the proposed driveway. Accordingly, exclusive right turn lanes are not warranted at either project access driveway on SW Port St. Lucie at SW Aviation Avenue.

Left Turn Warrants

Based on requirements that warrant a left turn lane in the *City of Port St. Lucie Engineering Standards for Land Development* report, a left turn lane warrant was analyzed based on the National Cooperative Highway Research Program (NCHRP) method (see **Appendix K**), which shows that a left turn lane is not warranted at the project full access driveway on SW Aviation Avenue.

## 7.0 STUDY CONCLUSIONS

This TIA was conducted to assess the impact of the proposed convenience store/gas station with 8 vehicle fueling pumps and in support of a request to amend the Comprehensive Plan for the proposed development of Brizon Investments. The ±1.03-acre site is located on the northeast corner of SW Port St. Lucie Boulevard and SW Aviation Avenue in Port St. Lucie, Florida. The proposed amendment is to modify the FLU from Residential Office Institutional (ROI) to General Commercial (GC) with a total development of 17,424 square feet.

The findings and results of the analysis are summarized as follows:

- The project is estimated to generate 891 new daily trips, of which 51 new trips occur during the AM peak hour and 65 new trips occur during the PM peak hour.
- The proposed FLU amendment will result in a net increase of 1,861 daily trips and 107 PM peak hour trips.
- The site will have two (2) access driveways; one (1) existing right-in/right-out (RI/RO) access driveway on SW Port St. Lucie Boulevard (shared with adjacent development), and one (1) proposed full access driveway on SW Aviation Avenue.
- An analysis of existing conditions reveals that Savona Boulevard from Paar Drive to Gaitlin Boulevard is currently operating below the adopted LOS.
- Analysis of Horizon Year 2030 base conditions indicates that the segments of Gaitlin Boulevard from Rosser Boulevard to Port St Lucie Boulevard, Port St Lucie Boulevard from Del Rio Blvd to Florida's Turnpike, Savona Boulevard from Gaitlin Boulevard to California Boulevard and Tulip Boulevard from Port St Lucie Boulevard to Paar Drive are projected to operate above the adopted capacity due to background traffic growth. The proposed FLU amendment will not cause any further deficiencies on the network.
- SW Port St Lucie Boulevard and SW Aviation Avenue operates with delays under existing traffic conditions. Project trips contribute less than one (1%) percent of the overall intersection volume.

- The project access driveways are projected to operate at an adequate level of service (LOS) at project buildout.
- Existing turn lanes are sufficient to accommodate projected traffic conditions.
- Left and right turn lanes are not warranted on SW Port St. Lucie Boulevard nor SW Aviation Avenue.

# APPENDICES

**Appendix A**
Response to Comments and Property Information

June 26, 2023

Ms. Diana Spriggs, PE
Regulatory Division Director
City of Port St. Lucie Planning and Zoning
121 SW Port St Lucie Blvd
Port St. Lucie, FL 34984
DSpriggs@cityofpsl.com

Re: Brizon Investments
Response to Traffic Impact Analysis Comments
TMC Project № 22242, v1.1
City of Port St. Lucie, Florida

Dear Ms. Spriggs,

Please find below our responses to the review comments prepared by the City of Port St. Lucie Planning and Zoning dated May 19, 2023, regarding the above referenced Traffic Impact Analysis version 1.1, dated May 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Analysis version 1.2 is provided under cover reflecting the changes resulting from these comments.

**Page 6, Table 3 – Existing Roadway Segment Capacity Analysis:**

1. **What causes existing values to change from the last submittal?**

   *TMC Response: The existing delay values changed because there was a miscalculation of the U-turn and left turn volumes in the previous TIA.*

**Page 8, Table 4:**

2. **Pass by trips should be 60% AM and 56% PM for 8 VFP locations.**

   *TMC Response: Acknowledged. The pass-by trips have been updated to 60% AM and 56% PM for 8 VFP. Please see attached revised TIA v1.2 report attached.*

**Page 14, Table 8:**

3. **Why did values go down?**

   *TMC Response: Please see response to Comment # 1.*

4. **The westbound leg of the intersection of SW Port St Lucie Boulevard and SW Aviation Avenue has been reduced below the acceptable LOS with the impacts of this project.**

   *TMC Response: This transportation analysis was performed as a high-level analysis for the purpose of supporting the Future Land Use amendment for the subject property. A more detailed Traffic Impact Analysis will be performed at a later date during the Site Plan process, in which a mitigation plan will be provided for intersections and/or roadways that are projected to operate below their adopted LOS as a result of the proposed development.*

5. **A reduction in the LOS of a leg of the intersection based on the impacts of this project must be mitigated.**

   *TMC Response: Please see response to Comment # 4.*

**Figure 4:**

6. **Check the queue length of the southbound left turn lane at SW Port St Lucie Boulevard and SW Aviation Avenue.**

   *TMC Response: A review of the projected queuing conditions at the intersection of SW Port St Lucie Boulevard and SW Aviation Avenue was conducted to determine if the existing turn lanes adequately accommodate projected queues (see Section 5.4 of the updated TIA v1.2 attached).*

**Page 18, Study Conclusions:**

7. **All reductions to LOS in the existing intersections caused by this development will be required to be mitigated. The reduction of the LOS of the Westbound traffic at PSL Boulevard and Aviation Avenue below the LOS Standards is not acceptable.**

   *TMC Response: Please see response to Comment # 4.*

**Page 19:**

8. **Verify existing left turn lane on Port St. Lucie Boulevard westbound has an acceptable que length for the additional left turns that will occur.**

   *TMC Response: A review of the projected queuing conditions at the intersection of SW Port St Lucie Boulevard and SW Aviation Avenue was conducted to determine if the existing turn lanes adequately accommodate projected queues (see Section 5.4 of the updated TIA v1.2 attached).*

9. **Per City Code Section 160.80, a Site Plan will be evaluated in regard to if the existing surrounding roadways have adequate service volume to support this development at or above the adopted level of service of these roadways.**

   *TMC Response: Noted. Please see response to Comment # 4.*

**END OF COMMENTS**

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Ayman H. As-Saidi, PE
Director of Engineering

June 21, 2023

Ms. Diana Spriggs, PE
Regulatory Division Director
City of Port St. Lucie Planning and Zoning
121 SW Port St Lucie Blvd
Port St. Lucie, FL 34984
DSpriggs@cityofpsl.com

Re: Brizon Investments
Response to Traffic Impact Analysis Comments
TMC Project № 22242, v1.1
City of Port St. Lucie, Florida

Dear Ms. Spriggs,

Please find below our responses to the review comments prepared by the City of Port St. Lucie Planning and Zoning dated May 19, 2023, regarding the above referenced Traffic Impact Analysis version 1.1, dated May 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Analysis version 1.2 is provided under cover reflecting the changes resulting from these comments.

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   *TMC Response: This transportation analysis was performed as a high-level analysis for the purpose of supporting the Future Land Use amendment for the subject property. A more detailed Traffic Impact Analysis will be performed at a later date during the Site Plan process, in which a mitigation plan will be provided for intersections and/or roadways that are projected to operate below their adopted LOS as a result of the proposed development.*

5. **A reduction in the LOS of a leg of the intersection based on the impacts of this project must be mitigated.**

   *TMC Response: Please see response to Comment # 4.*

**Figure 4:**

6. **Check the queue length of the southbound left turn lane t SW Port St Lucie Boulevard and SW Aviation Avenue.**

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7. **All reductions to LOS in the existing intersections caused by this development will be required to be mitigated. The reduction of the LOS of the Westbound traffic at PSL Boulevard and Aviation Avenue below the LOS Standards is not acceptable.**

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9. **Per City Code Section 160.80, a Site Plan will be evaluated in regard to if the existing surrounding roadways have adequate service volume to support this development at or above the adopted level of service of these roadways.**

   *TMC Response: Noted. Please see response to Comment # 4.*

**END OF COMMENTS**

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Ayman H. As-Saidi, PE
Director of Engineering

May 19, 2023

Ms. Diana Spriggs
City of Port St. Lucie Public Works
121 SW Port St Lucie Blvd
Port St. Lucie, FL 34984
dspriggs@cityofpsl.com

Re: Brizon Investments
Response to Transportation Impact Analysis Comments
TMC Project № 22242
City of Port St. Lucie, Florida

Dear Ms. Spriggs,

Please find below our responses to the review comments prepared by the City of Port St. Lucie Public Works department dated May 11, 2023, regarding the above referenced Transportation Impact Analysis dated May 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Transportation Impact Analysis is provided under cover reflecting the changes resulting from these comments.

1. **Introduction 1.0 (page 1):**

   *TMC Response: The site acreage has been updated to "1.03-acre site" in the revised (v1.1) report.*

2. **Future Land Use Designation 1.1 (page 3)**

   *TMC Response: The area and development in Table 1 has been updated to reflect correct 1.03 acreage. Language in the text has also been revised to reflect St. Lucie TPO. Please see revised report v1.1.*

3. **Trip Generation 4.1 (page 8): Table 4, can you provide an example of a 12-fuel pump station site that fits on 1 acre of land? Please utilize a maximum of 8 VFP.**

   *TMC Response: Noted. The TIA trip generation analysis table has been updated to 8 vehicle fueling pumps (VFP). Please see revised report v1.1.*

4. **Table 5: Revise to utilize worst case land use within General Commercial Zoning.**

   *TMC Response: Acknowledged. The Convenience Store/ Gas Station (ITE code 945) land use code was utilized to reflect the worst-case scenario within General Commercial Zoning. Please see revised report v1.1.*

5. **Table 5: Update the development size from previous comment.**

   *TMC Response: Acknowledged. The development size has been updated, in the revised report v1.1.*

6. **7.0 Study Conclusions: Update to incorporate all comments marked on previous pages.**

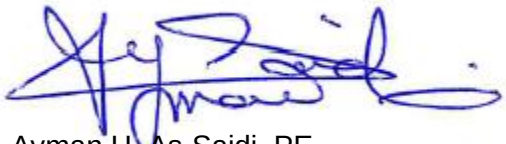
   *TMC Response: Acknowledged. The Study conclusions section of the report has been updated to reflect all changes that were made throughout the report. Please see revised report v1.1.*

**END OF COMMENTS**

We trust these responses and the revised Transportation Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
Director of Engineering

Traffic & Mobility Consultants

May 3, 2023

Ms. Bridget Kean, AICP
Senior Planner
City of Port St. Lucie Planning and Zoning
121 SW Port St Lucie Blvd
Port St. Lucie, FL 34984
BKean@cityofpsl.com

Re: PSL-Starbucks
Response to Traffic Impact Analysis Comments
TMC Project № 22242
City of Port St. Lucie, Florida

Dear Ms. Bridget,

Please find below our responses to the review comments prepared by the City of Port St. Lucie Planning and Zoning dated April 13, 2023, regarding the above referenced Traffic Impact Analysis dated March 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Analysis is provided undercover reflecting the changes resulting from these comments.

1. **The report is labeled PSL-Starbucks. I would remove that and identify the project as Brizon Investments Scale Future Land Use Amendment from ROI to CG Traffic Impact Analysis.**

   *TMC Response: Acknowledged. The report name has been changed to "Brizon Investments Scale Future Land Use Amendment from ROI to CG".*

2. **I would also include in the report an additional traffic analysis page(s) for a convenience store with gas pumps based on the maximum size that could fit there if you include fuel pumps with the retail.**

   *TMC Response: The report has been updated to analyze the impact of a convenience store with gas pumps based on the maximum size.*

3. **I looked at the previous study you submitted (attached as traffic.pdf) and I noticed that some of the info. included in that study is not included in the revised study. For the revised study add the Intersection analysis for Aviation and PSL Blvd. and the access evaluation to determine if turn lanes are warranted.**

   *TMC Response: Acknowledged. The intersection analysis for SW Aviation Avenue and SW Port St Lucie Boulevard have been included in the study. Additionally, an access evaluation section to determine if turn lanes are warranted has been included in the report.*

**END OF COMMENTS**

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Ayman H. As-Saidi, PE
Director of Engineering

## Property Identification

Site Address: 2773 SW PORT ST LUCIE BLVD
Sec/Town/Range: 18/37S/40E
Parcel ID: 3420-705-0299-000-5
Jurisdiction: Port Saint Lucie

Use Type: 1000
Account #: 101259
Map ID: 44/18N
Zoning:

## Ownership

Brizon Investment LLC

% Diaz
1891 Stratford Dr
Westbury, NY 11590

## Legal Description

PORT ST LUCIE-SECTION 41- BLK 2894 LOTS 10,11,12 AND 13 (MAP 44/18N) (OR 1759-71)

## Current Values

| | |
|---|---|
| Just/Market Value: | $404,000 |
| Assessed Value: | $207,900 |
| Exemptions: | $0 |
| Taxable Value: | $207,900 |

**Property taxes are subject to change upon change of ownership.**

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

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

## Total Areas

| | |
|---|---|
| Finished/Under Air (SF): | 0 |
| Gross Sketched Area (SF): | 0 |
| Land Size (acres): | 1.03 |
| Land Size (SF): | 45,000 |

## Building Design Wind Speed

| Occupancy Category | I | II | III |
|---|---|---|---|
| Speed | 140 | 150 | 160 |

Sources/links:

## Sale History

| Date | Book/Page | Sale Code | Deed | Grantor | Price |
|---|---|---|---|---|---|
| Jul 17, 2003 | 1759 / 0071 | XX02 | WD | Tesoriero Susan | $295,000 |
| Apr 2, 2003 | 1688 / 0685 | 99 | WD | Casai Joy H | $225,000 |
| Mar 22, 1996 | 1007 / 2637 | XX01 | PR | Andrew Casai | $100 |
| Sep 26, 1989 | 0656 / 2502 | XX00 | WD | Wai S Hom | $75,000 |
| Sep 1, 1983 | 0414 / 0517 | XX01 | CV | | $2,800 |

## Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:
Building Type:
Grade:

Roof Cover:
Year Built: N/A
Effective Year: N/A

Roof Structure:
Frame:
Primary Wall:

| | | |
|---|---|---|
| Story Height: | No. Units: 0 | Secondary Wall: |

Interior Data

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

Image or Sketch unavailable for display

## Sketch Area Legend

| Sub Area | Description | Area | Fin. Area | Perimeter |
|---|---|---|---|---|

## Special Features and Yard Items

| Type | Qty | Units | Year Blt |
|---|---|---|---|

## Current Year Values

Current Values Breakdown

| | |
|---|---|
| Building: | $0 |
| Land: | $404,000 |
| Just/Market: | $404,000 |
| Ag Credit: | $0 |
| Save Our Homes or 10% Cap: | $196,100 |
| Assessed: | $207,900 |
| Exemption(s): | $0 |
| Taxable: | $207,900 |

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

| Start Year | AssessCode | Units | Description | Amount |
|---|---|---|---|---|
| 1999 | 0061 | 3 | Port St. Lucie Stormwater | $504.00 |

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

## Historical Values

| Year | Just/Market | Assessed | Exemptions | Taxable |
|---|---|---|---|---|
| 2022 | $404,000 | $207,900 | $0 | $207,900 |
| 2021 | $189,000 | $189,000 | $0 | $189,000 |
| 2020 | $189,000 | $189,000 | $0 | $189,000 |
| 2019 | $189,000 | $189,000 | $0 | $189,000 |

## Permits

| Number | Issue Date | Description | Amount | Fee |
|---|---|---|---|---|

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

**Appendix B**
Port St. Lucie Code of Ordinances

Sec. 158.122. - Professional Zoning District (P).

(A) **Purpose.** The purpose of the professional zoning district (P) shall be to locate and establish areas within the City which are deemed to be uniquely suited for the development and maintenance of professional office facilities; to designate those uses and services deemed appropriate and proper for location and development within said zoning district; and to establish such development standards and provisions as are appropriate to ensure proper development and functioning of uses within the district. This district includes those uses formerly designated professional commercial.

(B) **Permitted Principal Uses and Structures.** The following principal uses and structures are permitted:

(1) Office for administrative, business, or professional use, barber or beauty shop, but not including the sale or storage of merchandise except where clearly incidental to and an accessory component of the rendering of professional services.

(2) Studio for professional work of any form of fine arts or performing arts, but not including the sale or storage of merchandise except where clearly incidental to, and an accessory component of, the rendering of professional services.

(3) Enclosed assembly area 3,000 square feet or less, with or without an alcoholic beverage license for on premises consumption of alcoholic beverages, in accordance with Chapter 110.

(4) One dwelling unit contained within the development which is incidental to and designed as an integral part of the principal structure.

(C) **Special Exception Uses.** The following uses may be permitted only following the review and specific approval thereof by the City Council:

(1) Any building exceeding thirty-five (35) feet in height.

(2) Model home centers.

(3) Enclosed assembly area over 3,000 square feet, with or without an alcoholic beverage license for on premises consumption of alcoholic beverages, in accordance with Chapter 110.

(4) Any use set forth in subsection (B): "Permitted Principal Uses and Structures" that include drive-through service.

(D) **Accessory Uses.** As set forth within section 158.217.

(E) **Minimum Lot Requirements.** Twenty thousand (20,000) square feet and a minimum width of one hundred (100) feet. More than one (1) permitted or special exception use may be located upon the lot as part of a totally-designed development to be maintained under single ownership. Properties located within conversion areas as defined by this chapter shall meet the requirements contained within the City of Port St. Lucie Land Use Conversion Manual.

(F)

**Maximum Building Coverage.** Forty (40) percent, provided that the combined area coverage of all impervious surfaces shall not exceed eighty (80) percent.

(G) **Maximum Building Height.** Thirty-five (35) feet, except for the ROI (Residential, office and institutional) conversion area as identified in the City of Port St. Lucie Land Use Conversion Manual, lying between Airoso Boulevard and U.S. #1 where the maximum building height shall be one (1) story. (See subsection 158.174(E) for height variations allowed through PUD zoning.)

(H) **Minimum Building Size and Minimum Living Area.** Commercial and office buildings shall have a minimum total gross floor area of one thousand two hundred (1,200) square feet. Apartment-type unit six hundred (600) square feet.

(I) **Setback Requirements and Landscaping.**

(1) **Front Yard.** Each lot shall have a front yard with a building setback line of twenty-five (25) feet.

(2) **Side Yards.** Each lot shall have two (2) side yards, each of which shall have a building setback line of ten (10) feet. A building setback line of twenty-five (25) feet shall be required when the yard adjoins a residential future land use category or a public right-of-way.

(3) **Rear Yard.** Each lot shall have a rear yard with a building setback line of ten (10) feet. A building setback line of twenty-five (25) feet shall be required when the yard adjoins a residential future land use category or a public right-of-way.

(4) **Landscaping Requirements.** Landscaping and buffering requirements are subject to Chapter 154. All mechanical equipment shall be screened from property zoned residential. This screening shall be designed as both a visual barrier and a noise barrier.

(J) **Off-Street Parking and Service Requirements.** As set forth in section 158.221.

(K) **Site Plan Review.** All permitted and special exception uses shall be subject to the provisions of sections 158.235 through 158.245.

(Ord. No. 98-84, § 1, 3-22-99; Ord. No. 02-124, § 1, 11-12-02; Ord. No. 06-81, § 1, 8-14-06; Ord. No. 11-79, § 1(Exh. A), 11-14-11; Ord. No. 12-09, § 1(Exh. A), 3-12-12; Ord. No. 15-85, § 1, 12-7-15; Ord. No. 20-25, § 2, 5-11-20)

Sec. 158.124. - General Commercial Zoning District (CG).

(A) Purpose. The purpose of the general commercial zoning district (CG) shall be to locate and establish areas within the City which are deemed to be uniquely suited for the development and maintenance of general commercial facilities. Said areas to be primarily along established highways where a mixed pattern of commercial usage is substantially established; to designate those uses and services deemed appropriate and proper for location and development standards

and provisions as are appropriate to ensure proper development and functioning of uses within the district. This district incorporates most of those uses formerly designated shopping center commercial (CSC) and resort commercial (CR).

(B) Permitted Principal Uses and Structures. The following principal uses and structures are permitted.

(1) Any retail, business, or personal service use (including repair of personal articles, furniture, and household appliances) conducted wholly within an enclosed building, where repair, processing, or fabrication of products is clearly incidental to and restricted to on-premises sales.

(2) Horticultural nursery, garden supply sales, or produce stand.

(3) Office for administrative, business, or professional use.

(4) Public facility or use.

(5) Restaurants with or without an alcoholic beverage license for on premises consumption of alcoholic beverages in accordance with Chapter 110.

(6) Retail sales of alcoholic beverages for incidental on and off premises consumption in accordance with Chapter 110.

(7) Park or playground or other public recreation.

(8) Motel, hotel, or motor lodge.

(9) Enclosed assembly area 3,000 square feet or less, with or without an alcoholic beverage license for on premises consumption of alcoholic beverages, in accordance with Chapter 110.

(10) Brewpub. provided no more than 10,000 kegs (5,000 barrels) of beer are made per year, in accordance with Chapter 110.

(11) One dwelling unit contained within the development which is incidental to and designed as an integral part of the principal structure.

(12) Kennel, enclosed.

(13) Medical Marijuana Dispensing Facilities as set forth in Chapter 120.

(14) Pharmacy.

(C) Special Exception Uses. The following uses may be permitted only following the review and specific approval thereof by the City Council:

(1) Enclosed assembly area over 3,000 square feet, with or without an alcoholic beverage license for on premises consumption of alcoholic beverages, in accordance with Chapter 110.

(2) Public utility facility, including water pumping plant, reservoir, and electrical substation, and sewage treatment plant.

(3) Semi-public facility or use.

(4) Car wash (full or self-service).

(5) Kennel, enclosed with outdoor runs.

(6) Bars, lounges, and night clubs.

(7) Schools (public, private or parochial) or technical or vocational schools.

(8) Automobile, truck, boat and/or farm equipment sales. No storage or display of vehicles shall be permitted outside an enclosed building unless an area for such use is designated on the approved site plan and does not reduce the required number of parking spaces for the building.

(9) Automobile fuel sales.

(10) Repair and maintenance of vehicles. No storage of vehicles shall be permitted outside of an enclosed building unless an area designated for such use is on the approved site plan and does not reduce the required number of parking spaces for the building.

(11) Retail convenience stores with or without fuel service station.

(12) Hospitals, free standing emergency department, nursing, or convalescent homes.

(13) Any use set forth in Subsection B: "Permitted Principal Uses and Structures" that include drive-through service.

(14) Pain management clinic as set forth in Section 158.231.

(D) Accessory Uses. As set forth within section 158.217.

(E) Minimum Lot Requirements. Twenty thousand (20,000) square feet and a minimum width of one hundred (100) feet. More than one (1) permitted or special exception use may be located upon the lot as part of a totally-designed development. Properties located within conversion areas as defined by this chapter shall meet the requirements contained within the City of Port St. Lucie Land Use Conversion Manual.

(F) Maximum Building Coverage. Forty (40%) percent, provided that the combined area coverage of all impervious surfaces shall not exceed eighty (80%) percent.

(G) Maximum Building Height. Thirty-five (35) feet. (See subsection 158.174(E) for height variations allowed through PUD zoning.)

(H) Minimum Building Size and Minimum Living Area. Commercial and office buildings shall have a minimum total gross floor area of one thousand two hundred (1,200) square feet. For automobile service stations and drive-through restaurants: nine hundred (900) square feet.

(I) Setback Requirements and Landscaping.

(1) Front Setback. Each lot shall have a front yard with a building setback line of twenty-five (25) feet.

(2)

**Appendix C**
St. Lucie TPO and CP 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
# 2022

| Roadway Name | Location | STATION ID | 2022 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 |
| CALIFORNIA BLVD | SAVONA BLVD to DEL RIO BLVD | 635 | 12,982 | 2020 | 920 | 796 | C | 0.865 | 653 | C | 0.71 |
| CALIFORNIA BLVD | DEL RIO BLVD to CROSSTOWN PKWY | 636 | 16,500 | 2022 | 920 | 1,005 | F | 1.092 | 873 | D | 0.949 |
| CALIFORNIA BLVD | CROSSTOWN PKWY to HEATHERWOOD BLVD | 234 | 18,000 | 2022 | 920 | 872 | D | 0.948 | 984 | F | 1.07 |
| CALIFORNIA BLVD | HEATHERWOOD BLVD to ST LUCIE WEST BLVD | 234 | 18,000 | 2022 | 920 | 872 | D | 0.948 | 984 | F | 1.07 |
| CALIFORNIA BLVD | ST LUCIE WEST BLVD to COUNTRY CLUB DR | 233 | 9,100 | 2022 | 920 | 488 | C | 0.53 | 484 | C | 0.526 |
| CALIFORNIA BLVD | COUNTRY CLUB DR to UNIVERSITY BLVD | 724 | 7,300 | 2022 | 790 | 497 | C | 0.629 | 436 | C | 0.552 |
| CALIFORNIA BLVD | UNIVERSITY BLVD to PEACOCK BLVD | 724 | 7,300 | 2022 | 630 | 497 | C | 0.789 | 436 | C | 0.692 |
| CALIFORNIA BLVD | PEACOCK BLVD to TORINO PKWY | 637 | 12,953 | 2020 | 630 | 785 | F | 1.246 | 776 | F | 1.232 |
| CAMEO BLVD | PORT ST LUICE BLVD to CALIFORNIA BLVD | 638 | 4,900 | 2019 | 750 | 400 | D | 0.533 | 299 | C | 0.399 |
| CAMEO BLVD | CALIFORNIA BLVD to CROSSTOWN PKWY | 639 | 10,143 | 2020 | 790 | 717 | D | 0.908 | 603 | D | 0.763 |
| CAMPBELL RD | PICOS RD to ORANGE AVE | 640 | 850 | 2022 | 540 | 70 | C | 0.13 | 69 | C | 0.128 |
| CANE SLOUGH RD | US 1 to LENNARD RD | 167 | 9,619 | 2020 | 1,710 | 487 | C | 0.285 | 490 | C | 0.287 |
| CARLTON RD | CARLTON RD (S) to OKEECHOBEE RD | 641 | 750 | 2022 | 390 | 65 | B | 0.167 | 60 | B | 0.154 |
| CASHMERE BLVD | PEACOCK BLVD to TORINO PKWY | 676 | 11,321 | 2020 | 630 | 742 | F | 1.178 | 690 | F | 1.095 |
| CASHMERE BLVD | DEL RIO BLVD to CROSSTOWN PKWY | 642 | 10,621 | 2020 | 920 | 653 | C | 0.71 | 640 | C | 0.696 |
| CASHMERE BLVD | CROSSTOWN PKWY to HEATHERWOOD BLVD | 232 | 12,370 | 2020 | 920 | 690 | C | 0.75 | 605 | C | 0.658 |
| CASHMERE BLVD | HEATHERWOOD BLVD to ST LUCIE WEST BLVD | 232 | 12,370 | 2020 | 920 | 690 | C | 0.75 | 605 | C | 0.658 |
| CASHMERE BLVD | ST LUCIE WEST BLVD to PEACOCK BLVD | 231 | 14,626 | 2020 | 920 | 1,026 | F | 1.115 | 993 | F | 1.079 |
| CITRUS AVE | 7TH ST to US 1 | 643 | 1,158 | 2018 | 750 | 161 | C | 0.215 | 161 | C | 0.215 |
| CITRUS AVE | US 1 to 2ND ST | 940160 | 4,374 | 2020 | 790 | 219 | C | 0.277 | 223 | C | 0.282 |
| CITRUS AVE | 2ND ST to INDIAN RIVER DR | 644 | 4,300 | 2022 | 540 | 262 | C | 0.485 | 264 | C | 0.489 |
| COMMUNITY BLVD | WESTCLIFFE LN to TRADITION PKWY | 647 | 5,886 | 2020 | 1,470 | 325 | C | 0.221 | 339 | C | 0.231 |
| COMMERCE CENTER DR | CROSSTOWN PKWY to ST LUCIE WEST BLVD | 645 | 5,050 | 2020 | 1,710 | 300 | C | 0.175 | 362 | C | 0.212 |
| COMMERCE CENTER DR | ST LUCIE WEST BLVD to GLADES CUT-OFF RD | 646 | 9,900 | 2022 | 540 | 529 | D | 0.98 | 607 | F | 1.124 |
| CORTEZ BLVD | 35TH ST to 25TH ST | 948500 | 2,042 | 2020 | 750 | 99 | C | 0.132 | 99 | C | 0.132 |

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# Traffic Counts and Level of Service Report
## 2022

| Roadway Name | Location | STATION ID | 2022 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 |
| CORTEZ BLVD | 25TH ST to SUNRISE BLVD | 648 | 3,100 | 2018 | 750 | 222 | C | 0.296 | 203 | C | 0.271 |
| COUNTRY CLUB DR | ST LUCIE WEST BLVD to CALIFORNIA BLVD | 725 | 8,879 | 2019 | 1,710 | 572 | C | 0.335 | 523 | C | 0.306 |
| CROSSTOWN PKWY | COMMERCE CENTER DR to I-95 | 650 | 17,097 | 2021 | 3,170 | 1,062 | C | 0.335 | 911 | C | 0.287 |
| CROSSTOWN PKWY | I-95 to CALIFORNIA BLVD | 651 | 29,056 | 2020 | 3,170 | 1,641 | C | 0.518 | 1,845 | C | 0.582 |
| CROSSTOWN PKWY | CALIFORNIA BLVD to CASHMERE BLVD | 652 | 29,435 | 2020 | 3,170 | 1,659 | C | 0.523 | 1,560 | C | 0.492 |
| CROSSTOWN PKWY | CASHMERE BLVD to CAMEO BLVD | 653 | 32,571 | 2020 | 3,170 | 1,763 | C | 0.556 | 1,694 | C | 0.534 |
| CROSSTOWN PKWY | CAMEO BLVD to BAYSHORE BLVD | 654 | 37,282 | 2020 | 3,170 | 1,854 | C | 0.585 | 1,943 | C | 0.613 |
| CROSSTOWN PKWY | BAYSHORE BLVD to AIROSO BLVD | 655 | 28,807 | 2020 | 3,170 | 1,497 | C | 0.472 | 1,470 | C | 0.464 |
| CROSSTOWN PKWY | AIROSO BLVD to SANDIA DR | 656 | 15,859 | 2021 | 3,170 | 1,023 | C | 0.323 | 872 | C | 0.275 |
| CROSSTOWN PKWY | SANDIA DR to MANTH LN | 657 | 19,123 | 2021 | 3,170 | 1,030 | C | 0.325 | 1,075 | C | 0.339 |
| CROSSTOWN PKWY | FLORESTA DR to US 1 | 66 | 34,000 | 2022 | 3,170 | 2,257 | C | 0.712 | 2,055 | C | 0.648 |
| CROSSROADS PKWY | OKEECHOBEE RD to KINGS HWY | 649 | 2,100 | 2022 | 790 | 106 | C | 0.134 | 105 | C | 0.133 |
| DARWIN BLVD | BECKER RD to PAAR DR | 235 | 7,762 | 2020 | 630 | 691 | F | 1.097 | 639 | F | 1.014 |
| DARWIN BLVD | PAAR DR to TULIP BLVD | 235 | 7,762 | 2020 | 920 | 691 | C | 0.751 | 639 | C | 0.695 |
| DARWIN BLVD | TULIP BLVD to PORT ST LUCIE BLVD | 659 | 12,900 | 2020 | 920 | 608 | C | 0.661 | 603 | C | 0.655 |
| DEL RIO BLVD | PORT ST LUCIE BLVD to CALIFORNIA BLVD | 311 | 10,000 | 2022 | 920 | 781 | C | 0.849 | 704 | C | 0.765 |
| DEL RIO BLVD | CALIFORNIA BLVD to CASHMERE BLVD | 660 | 2,300 | 2022 | 880 | 140 | C | 0.159 | 139 | C | 0.158 |
| DEL RIO BLVD | CASHMERE BLVD to CALIFORNIA BLVD | 661 | 5,015 | 2020 | 880 | 267 | C | 0.303 | 270 | C | 0.307 |
| DELAWARE AVE | HARTMAN RD to 33RD ST | 662 | 1,900 | 2022 | 600 | 295 | C | 0.492 | 237 | C | 0.395 |
| DELAWARE AVE | 33RD ST to 25TH ST | 500 | 3,100 | 2022 | 1,710 | 206 | C | 0.12 | 235 | C | 0.137 |
| DELAWARE AVE | 25TH ST to OKEECHOBEE RD | 948526 | 1,428 | 2020 | 1,220 | 65 | C | 0.053 | 65 | C | 0.053 |
| DELAWARE AVE | OKEECHOBEE RD to 13TH ST | 663 | 11,714 | 2019 | 790 | 641 | D | 0.811 | 597 | D | 0.756 |
| DELAWARE AVE | 13TH ST to 10TH ST | 664 | 7,505 | 2020 | 750 | 408 | D | 0.544 | 388 | D | 0.517 |
| DELAWARE AVE | 10TH ST to 7TH ST | 664 | 7,505 | 2020 | 600 | 408 | D | 0.68 | 388 | D | 0.647 |
| DELAWARE AVE | 7TH ST to US 1 | 665 | 7,231 | 2019 | 750 | 392 | D | 0.523 | 403 | D | 0.537 |

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# Traffic Counts and Level of Service Report
## 2022

| Roadway Name | Location | STATION ID | 2022 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 |
| EAST TORINO PKWY | CASHMERE BLVD to TORINO PKWY | 710 | 12,128 | 2020 | 830 | 715 | C | 0.861 | 707 | C | 0.852 |
| EAST TORINO PKWY | TORINO PKWY to MIDWAY RD | 237 | 14,432 | 2020 | 880 | 936 | F | 1.064 | 807 | C | 0.917 |
| EASY ST | US 1 to BUCHANAN DR | 106 | 7,210 | 2020 | 750 | 400 | D | 0.533 | 506 | D | 0.675 |
| EASY ST | BUCHANAN DR to YUCCA DR | 106 | 7,210 | 2020 | 540 | 400 | D | 0.741 | 506 | D | 0.937 |
| EDWARDS RD | JENKINS RD to MCNEIL RD | 174 | 11,057 | 2021 | 630 | 551 | C | 0.875 | 571 | C | 0.906 |
| EDWARDS RD | MCNEIL RD to SELVITZ RD | 174 | 11,057 | 2021 | 700 | 551 | C | 0.787 | 571 | C | 0.816 |
| EDWARDS RD | SELVITZ RD to 25TH ST | 110 | 15,060 | 2020 | 880 | 757 | C | 0.86 | 770 | C | 0.875 |
| EDWARDS RD | 25TH ST to SUNRISE BLVD | 108 | 16,851 | 2020 | 1,630 | 819 | D | 0.502 | 820 | D | 0.503 |
| EDWARDS RD | SUNRISE BLVD to OLEANDER AVE | 502 | 15,790 | 2018 | 1,630 | 783 | D | 0.48 | 763 | D | 0.468 |
| EDWARDS RD | OLEANDER AVE to US 1 | 173 | 9,687 | 2018 | 1,630 | 533 | C | 0.327 | 465 | C | 0.285 |
| FARMER'S MARKET RD | OLEANDER AVE to US 1 | 112 | 1,792 | 2018 | 750 | 124 | C | 0.165 | 121 | C | 0.161 |
| FLORESTA DR | OAKLYN ST to PORT ST LUCIE BLVD | 317 | 15,000 | 2022 | 920 | 1,038 | F | 1.128 | 793 | C | 0.862 |
| FLORESTA DR | THORNHILL DR to CROSSTOWN PKWY | 315 | 10,500 | 2022 | 880 | 680 | C | 0.773 | 620 | C | 0.705 |
| FLORESTA DR | PORT ST LUCIE BLVD to THORNHILL DR | 315 | 10,500 | 2022 | 880 | 680 | C | 0.773 | 620 | C | 0.705 |
| FLORESTA DR | CROSSTOWN PKWY to PRIMA VISTA BLVD | 109 | 12,190 | 2020 | 920 | 675 | C | 0.734 | 620 | C | 0.674 |
| FLORESTA DR | PRIMA VISTA BLVD to AIROSO BLVD | 107 | 10,623 | 2020 | 920 | 587 | C | 0.638 | 648 | C | 0.704 |
| FLORESTA DR | SELVITZ RD to BAYSHORE BLVD | 313 | 4,660 | 2020 | 630 | 334 | C | 0.53 | 356 | C | 0.565 |
| FLORESTA DR | AIROSO BLVD to SELVITZ RD | 313 | 4,660 | 2020 | 880 | 334 | C | 0.38 | 356 | C | 0.405 |
| FT PIERCE BLVD | INDRIO RD to EMERSON AVE | 226 | 3,729 | 2018 | 540 | 280 | D | 0.519 | 286 | D | 0.53 |
| GARDENIA AVE | OLEANDER AVE to US 1 | 666 | 2,700 | 2022 | 750 | 180 | C | 0.24 | 192 | C | 0.256 |
| GATLIN BLVD | W OF I-95 to E OF I-95 | 945075 | 47,867 | 2020 | 3,170 | 3,492 | F | 1.102 | 2,846 | C | 0.898 |
| GATLIN BLVD | E OF I-95 to SAVAGE BLVD | 945075 | 47,867 | 2020 | 3,170 | 3,492 | F | 1.102 | 2,846 | C | 0.898 |
| GATLIN BLVD | SAVAGE BLVD to ROSSER BLVD | 945075 | 47,867 | 2020 | 3,170 | 3,492 | F | 1.102 | 2,846 | C | 0.898 |
| GATLIN BLVD | ROSSER BLVD to SAVONA BLVD | 945075 | 47,867 | 2020 | 3,170 | 3,492 | F | 1.102 | 2,846 | C | 0.898 |
| GATLIN BLVD | SAVONA BLVD to PORT ST LUCIE BLVD | 945075 | 47,867 | 2020 | 3,170 | 3,492 | F | 1.102 | 2,846 | C | 0.898 |

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# Traffic Counts and Level of Service Report
## 2022

| Roadway Name | Location | STATION ID | 2022 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 |
| ORANGE AVE | 10TH ST to 7TH ST | 940155 | 8,912 | 2020 | 600 | 428 | D | 0.713 | 492 | D | 0.82 |
| ORANGE AVE | 7TH ST to US 1 | 945134 | 7,206 | 2020 | 600 | 441 | D | 0.735 | 392 | D | 0.653 |
| ORANGE AVE | US 1 to 2ND ST | 945133 | 3,934 | 2020 | 600 | 208 | C | 0.347 | 204 | C | 0.34 |
| ORANGE AVE | 2ND ST to INDIAN RIVER DR | 945133 | 3,934 | 2020 | 750 | 208 | C | 0.277 | 204 | C | 0.272 |
| PARR DR | PORT ST LUCIE BLVD to DARWIN BLVD | 209 | 3,500 | 2022 | 700 | 257 | C | 0.367 | 227 | C | 0.324 |
| PARR DR | DARWIN BLVD to TULIP BLVD | 723 | 1,954 | 2019 | 540 | 171 | C | 0.317 | 130 | C | 0.241 |
| PARR DR | SAVONA BLVD to PORT ST LUCIE BLVD | 209 | 3,500 | 2022 | 700 | 257 | C | 0.367 | 227 | C | 0.324 |
| PARR DR | ROSSER BLVD to SAVONA BLVD | 209 | 3,500 | 2022 | 630 | 257 | C | 0.408 | 227 | C | 0.36 |
| PEACOCK BLVD | CALIFORNIA BLVD to CASHMERE BLVD | 693 | 5,198 | 2020 | 630 | 329 | C | 0.522 | 365 | C | 0.579 |
| PEACOCK BLVD | UNIVERSITY BLVD to CALIFORNIA BLVD | 694 | 10,952 | 2020 | 920 | 752 | C | 0.817 | 616 | C | 0.67 |
| PEACOCK BLVD | ST LUCIE WEST BLVD to UNIVERSITY BLVD | 948514 | 16,197 | 2020 | 2,100 | 747 | C | 0.356 | 747 | C | 0.356 |
| PETERSON RD | BENT CREEK DR to HARTMAN RD | 695 | 2,300 | 2022 | 540 | 184 | C | 0.341 | 157 | C | 0.291 |
| PICOS RD | CAMPBELL RD to KINGS HWY | 696 | 1,333 | 2017 | 540 | 92 | C | 0.17 | 86 | C | 0.159 |
| PORT ST LUCIE BLVD | MARTIN C.L. to BECKER RD | 948519 | 15,257 | 2020 | 920 | 704 | C | 0.765 | 704 | C | 0.765 |
| PORT ST LUCIE BLVD | BECKER RD to PAAR DR | 948519 | 15,257 | 2020 | 920 | 704 | C | 0.765 | 704 | C | 0.765 |
| PORT ST LUCIE BLVD | PAAR DR to TULIP BLVD | 948519 | 15,257 | 2020 | 700 | 704 | C | 1.006 | 704 | C | 1.006 |
| PORT ST LUCIE BLVD | TULIP BLVD to DARWIN BLVD | 948519 | 15,257 | 2020 | 920 | 704 | C | 0.765 | 704 | C | 0.765 |
| PORT ST LUCIE BLVD | DARWIN BLVD to GATLIN BLVD | 697 | 33,879 | 2020 | 3,020 | 1,733 | C | 0.574 | 1,712 | C | 0.567 |
| PORT ST LUCIE BLVD | GATLIN BLVD to DEL RIO BLVD | 698 | 40,895 | 2020 | 3,170 | 2,221 | C | 0.701 | 2,108 | C | 0.665 |
| PORT ST LUCIE BLVD | DEL RIO BLVD to CAMEO BLVD | 945074 | 49,241 | 2020 | 3,170 | 3,293 | F | 1.039 | 2,989 | C | 0.943 |
| PORT ST LUCIE BLVD | CAMEO BLVD to FLORIDA'S TURNPIKE | 945074 | 49,241 | 2020 | 3,020 | 3,293 | F | 1.09 | 2,989 | D | 0.99 |
| PORT ST LUCIE BLVD | FLORIDA'S TURNPIKE to BAYSHORE BLVD | 945074 | 49,241 | 2020 | 3,170 | 3,293 | F | 1.039 | 2,989 | C | 0.943 |
| PORT ST LUCIE BLVD | BAYSHORE BLVD to AIROSO BLVD | 945073 | 49,214 | 2020 | 3,020 | 3,015 | D | 0.998 | 2,987 | D | 0.989 |
| PORT ST LUCIE BLVD | AIROSO BLVD to FLORESTA DR | 940780 | 50,635 | 2020 | 3,020 | 3,150 | F | 1.043 | 2,761 | C | 0.914 |
| PORT ST LUCIE BLVD | FLORESTA DR to VETERANS MEMORIAL PKWY | 940778 | 58,844 | 2020 | 3,020 | 4,354 | F | 1.442 | 3,247 | F | 1.075 |

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# Traffic Counts and Level of Service Report
## 2022

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|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Volume | LOS | V/C | Volume | LOS | V/C |
| PORT ST LUCIE BLVD | VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD | 940776 | 38,628 | 2020 | 3,020 | 2,568 | C | 0.85 | 2,278 | C | 0.754 |
| PORT ST LUCIE BLVD | MORNINGSIDE BLVD to US 1 | 945072 | 39,257 | 2020 | 3,170 | 3,013 | C | 0.95 | 1,879 | C | 0.593 |
| PRIMA VISTA BLVD | BAYSHORE BLVD to AIROSO BLVD | 314 | 24,567 | 2020 | 2,100 | 1,080 | C | 0.514 | 1,185 | C | 0.564 |
| PRIMA VISTA BLVD | AIROSO BLVD to FLORESTA DR | 150 | 24,142 | 2021 | 2,100 | 1,112 | C | 0.53 | 1,042 | C | 0.496 |
| PRIMA VISTA BLVD | FLORESTA DR to NARANJA AVE | 148 | 34,321 | 2020 | 2,100 | 1,975 | C | 0.94 | 1,879 | C | 0.895 |
| PRIMA VISTA BLVD | NARANJA AVE to RIO MAR DR | 148 | 34,321 | 2020 | 2,000 | 1,975 | D | 0.988 | 1,879 | C | 0.94 |
| PRIMA VISTA BLVD | RIO MAR DR to US 1 | 146 | 23,876 | 2021 | 2,100 | 1,160 | C | 0.552 | 1,059 | C | 0.504 |
| PRIMA VISTA BLVD | US 1 to LENNARD RD | 699 | 8,508 | 2020 | 1,710 | 460 | C | 0.269 | 438 | C | 0.256 |
| RANGE LINE RD | MARTIN C.L. to BECKER RD | 145 | 1,741 | 2018 | 1,080 | 117 | B | 0.108 | 116 | B | 0.107 |
| RANGE LINE RD | BECKER RD to 2 MI S OF GLADES CUT-OFF RD | 145 | 1,741 | 2018 | 1,080 | 117 | B | 0.108 | 116 | B | 0.107 |
| RANGE LINE RD | 2 MI S OF GLADES CUT-OFF RD to GLADES CUT-OF... | 145 | 1,741 | 2018 | 1,080 | 117 | B | 0.108 | 116 | B | 0.107 |
| RIO MAR DR | PRIMA VISTA BLVD to BEACH AVE | 147 | 5,726 | 2019 | 750 | 354 | C | 0.472 | 372 | D | 0.496 |
| RIO MAR DR | BEACH AVE to US 1 | 147 | 5,726 | 2019 | 790 | 354 | C | 0.448 | 372 | C | 0.471 |
| ROSSER BLVD | APRICOT RD to GATLIN BLVD | 948510 | 4,020 | 2020 | 920 | 185 | C | 0.201 | 185 | C | 0.201 |
| ROSSER BLVD | PAAR DR to APRICOT RD | 948510 | 4,020 | 2020 | 1,070 | 185 | B | 0.173 | 185 | B | 0.173 |
| SAVONA BLVD | BECKER RD to PAAR DR | 236 | 10,556 | 2020 | 790 | 939 | F | 1.189 | 844 | F | 1.068 |
| SAVONA BLVD | PAAR DR to GATLIN BLVD | 236 | 10,556 | 2020 | 750 | 939 | F | 1.252 | 844 | F | 1.125 |
| SAVONA BLVD | GATLIN BLVD to CALIFORNIA BLVD | 702 | 14,200 | 2020 | 790 | 659 | D | 0.834 | 695 | D | 0.88 |
| SAVAGE BLVD | GATLIN BLVD to GALIANO RD | 168 | 4,244 | 2018 | 920 | 280 | C | 0.304 | 225 | C | 0.245 |
| SAVANNAH RD | US 1 to INDIAN RIVER DR | 514 | 2,157 | 2018 | 540 | 153 | C | 0.283 | 151 | C | 0.28 |
| SELVITZ RD | BAYSHORE BLVD to ST JAMES BLVD | 948501 | 9,240 | 2020 | 750 | 450 | D | 0.6 | 450 | D | 0.6 |
| SELVITZ RD | ST JAMES BLVD to MIDWAY RD | 948501 | 9,240 | 2020 | 750 | 450 | D | 0.6 | 450 | D | 0.6 |
| SELVITZ RD | MIDWAY RD to GLADES CUT-OFF RD | 703 | 10,073 | 2020 | 700 | 590 | C | 0.843 | 594 | C | 0.849 |
| SELVITZ RD | GLADES CUT-OFF RD to EDWARDS RD | 704 | 14,479 | 2020 | 790 | 767 | D | 0.971 | 764 | D | 0.967 |
| SHINN RD | MIDWAY RD to OKEECHOBEE RD | 705 | 450 | 2022 | 580 | 29 | C | 0.05 | 28 | C | 0.048 |

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# Traffic Counts and Level of Service Report
# 2022

| Roadway Name | Location | STATION ID | 2022 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 |
| ST LUCIE WEST BLVD | COUNTRY CLUB DR to CASHMERE BLVD | 318 | 37,500 | 2022 | 2,100 | 1,770 | C | 0.843 | 1,770 | C | 0.843 |
| ST LUCIE WEST BLVD | CASHMERE BLVD to BAYSHORE BLVD | 316 | 51,315 | 2020 | 3,170 | 2,250 | C | 0.71 | 2,397 | C | 0.756 |
| SUNRISE BLVD | MIDWAY RD to BELL AVE | 155 | 3,593 | 2020 | 540 | 216 | C | 0.4 | 229 | C | 0.424 |
| SUNRISE BLVD | BELL AVE to EDWARDS RD | 153 | 4,400 | 2022 | 750 | 292 | C | 0.389 | 330 | C | 0.44 |
| SUNRISE BLVD | EDWARDS RD to CORTEZ BLVD | 511 | 6,678 | 2019 | 600 | 591 | D | 0.985 | 471 | D | 0.785 |
| SUNRISE BLVD | CORTEZ BLVD to VIRGINIA AVE | 511 | 6,678 | 2019 | 750 | 591 | D | 0.788 | 471 | D | 0.628 |
| SUNRISE BLVD | VIRGINIA AVE to OLEANDER AVE | 509 | 5,172 | 2019 | 750 | 406 | D | 0.541 | 401 | D | 0.535 |
| SUNRISE BLVD | OLEANDER AVE to 7TH ST | 708 | 5,100 | 2022 | 1,540 | 318 | C | 0.206 | 369 | C | 0.24 |
| SUNRISE BLVD | 7TH ST to US 1 | 708 | 5,100 | 2022 | 1,710 | 318 | C | 0.186 | 369 | C | 0.216 |
| TIFFANY AVE | US 1 to HILLMOOR DR | 322 | 15,000 | 2022 | 2,100 | 855 | C | 0.407 | 862 | C | 0.41 |
| TIFFANY AVE | HILLMOOR DR to VILLAGE GREEN DR | 322 | 15,000 | 2022 | 2,100 | 855 | C | 0.407 | 862 | C | 0.41 |
| TIFFANY AVE | VILLAGE GREEN DR to LENNARD RD | 320 | 4,308 | 2020 | 2,100 | 209 | C | 0.1 | 203 | C | 0.097 |
| TORINO PKWY | CASHMERE BLVD to CALIFORNIA BLVD | 709 | 6,940 | 2020 | 630 | 444 | C | 0.705 | 405 | C | 0.643 |
| TORINO PKWY | CALIFORNIA BLVD to EAST TORINO PKWY | 238 | 4,824 | 2020 | 630 | 318 | C | 0.505 | 260 | C | 0.413 |
| TRADITION PKWY | COMMUNITY BLVD to VILLAGE PKWY | 711 | 7,380 | 2020 | 1,710 | 772 | D | 0.451 | 748 | C | 0.437 |
| TRADITION PKWY | VILLAGE PKWY to W OF I-95 | 712 | 40,000 | 2022 | 3,170 | 2,019 | C | 0.637 | 2,189 | C | 0.691 |
| TULIP BLVD | DARWIN BLVD to PORT ST LUCIE BLVD | 713 | 9,300 | 2022 | 790 | 594 | D | 0.752 | 518 | D | 0.656 |
| TULIP BLVD | PORT ST LUCIE BLVD to PAAR DR | 714 | 10,127 | 2020 | 790 | 566 | D | 0.716 | 606 | D | 0.767 |
| TULIP BLVD | PAAR DR to DARWIN BLVD | 714 | 10,127 | 2020 | 790 | 566 | D | 0.716 | 606 | D | 0.767 |
| TURNPIKE FEEDER RD | TURNPIKE FEEDER RD SB RAMP to US 1 | 940078 | 4,937 | 2015 | 660 | 469 | C | 0.711 | 469 | C | 0.711 |
| TURNPIKE FEEDER RD | INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R... | 940269 | 10,885 | 2020 | 870 | 718 | C | 0.825 | 658 | C | 0.756 |
| TURNPIKE FEEDER RD | INDRIO RD to INDIAN PINES BLVD | 940745 | 12,742 | 2020 | 870 | 704 | C | 0.809 | 740 | C | 0.851 |
| US 1 | MARTIN C.L. to LENNARD RD | 945071 | 46,725 | 2020 | 4,240 | 2,246 | C | 0.53 | 2,641 | C | 0.623 |
| US 1 | LENNARD RD to PORT ST LUCIE BLVD | 945071 | 46,725 | 2020 | 4,040 | 2,246 | C | 0.556 | 2,641 | C | 0.654 |
| US 1 | PORT ST LUCIE BLVD to JENNINGS RD | 945070 | 28,759 | 2020 | 3,020 | 1,426 | C | 0.472 | 1,513 | C | 0.501 |

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT

* 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.

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations.**

## Table 2-1 Roadway System Classifications

| Road Name | From | To | Road Classification (Urban) | |
|---|---|---|---|---|
| | | | Federal Highway Administration Adjusted Urban Area 2010 | City |
| AIROSO BLVD | PRIMA VISTA BLVD | ST JAMES DR | Principal Arterial - Other | Principal Arterial |
| AIROSO BLVD | PORT ST LUCIE BLVD | PRIMA VISTA BLVD | Minor Arterial | Minor Arterial |
| ALCANTARRA BLVD | SAVONA BLVD | PORT ST LUCIE BLVD | Major Collector | Collector |
| ALEDO LN | ROSSER BLVD | BRIGINTINE PL | NDA | Collector |
| BAYSHORE BLVD | PRIMA VISTA BLVD | ST JAMES DR | Minor Arterial | Minor Arterial |
| BAYSHORE BLVD | OAKRIDGE BLVD | PORT ST LUCIE BLVD | Minor Collector | Collector |
| BAYSHORE BLVD | PORT ST LUCIE BLVD | PRIMA VISTA BLVD | Principal Arterial - Other | Principal Arterial |
| BECKER RD | WESTERN END | GILSON RD | Minor Arterial | Minor Arterial |
| BILTMORE ST | MACEDO BLVD | THORNHILL DR | NDA | Collector |
| CALIFORNIA BLVD | W TORINO BLVD | DEL RIO BLVD | Minor Arterial | Minor Arterial |
| CAMEO BLVD | PORT ST LUCIE BLVD | CROSSTOWN PKWY | Minor Collector | Collector |
| CANE SLOUGH RD | US-1/SR-5 | LENNARD RD | Minor Arterial | Minor Arterial |
| CASHMERE BLVD | RAB @ PEACOCK BLVD | DEL RIO BLVD | Major Collector | Collector |
| CASHMERE BLVD | E TORINO PKWY | RAB @ PEACOCK BLVD | Minor Collector | Collector |
| COMMERCE CENTRE DR | CROSSTOWN PKWY | RANGE LINE RD | Major Collector | Collector |
| COMMUNITY BLVD | DISCOVERY WAY | WESTCLIFFE LN | Minor Collector | Collector |
| CROSSTOWN PKWY | BAYSHORE DR | US-1 | Minor Arterial | Principal Arterial |
| CROSSTOWN PKWY | VILLAGE PKWY | I-95 | Minor Arterial | Principal Arterial |
| CROSSTOWN PKWY | VILLAGE PKWY | US-1/SR-5 | NDA | Principal Arterial |
| CROSSTOWN PKWY | I-95 | BAYSHORE BLVD | Principal Arterial - Other | Principal Arterial |
| DARWIN BLVD | BECKER RD | PORT ST LUCIE BLVD | Major Collector | Collector |
| DEL RIO BLVD | PORT ST LUCIE BLVD | MACKENZIE ST | Major Collector | Collector |
| E TORINO PKWY | CALIFORNIA BLVD | MIDWAY DR | Minor Arterial | Minor Arterial |
| FLORESTA DR | AIROSO BLVD | BAYSHORE BLVD | Major Collector | Collector |
| FLORESTA DR | OAKRIDGE BLVD | AIROSO BLVD | Minor Arterial | Minor Arterial |
| FLORIDA'S TURNPIKE | SOUTH CITY LIMITS | NORTH CITY LIMITS | Major Arterial – F&E | NDA |
| GATLIN BLVD | I-95 | PORT ST LUCIE BLVD | Principal Arterial - Other | Principal Arterial |

| Road Name | From | To | Road Classification (Urban) | |
|---|---|---|---|---|
| | | | Federal Highway Administration Adjusted Urban Area 2010 | City |
| GLADES CUT-OFF ROAD | CARLTON RD | RANGE LINE RD | Major Collector | Collector |
| GLADES CUT-OFF ROAD | RANGE LINE RD | MIDWAY RD | Minor Arterial | Minor Arterial |
| GOWIN DR | PORT ST LUCIE BLVD | WESTMORELAND BLVD | NDA | Collector |
| GRAND DR | LENNARD RD | WALTON RD | Minor Collector | Collector |
| GREEN RIVER PKWY | MARTIN CO LINE | WALTON RD | Minor Arterial | Minor Arterial |
| HEATHERWOOD BLVD | CALIFORNIA BLVD | CASHMERE BLVD | Minor Collector | Collector |
| HILLMOOR DR | LENNARD RD | TIFFANY AVE | Minor Collector | Collector |
| I-95 | SOUTH CITY LIMITS | NORTH CITY LIMITS | Major Arterial - Interstate | NDA |
| IMPORT DR | SAVAGE BLVD | GATLIN BLVD | Major Collector | Collector |
| IMPORT DR | GATLIN BLVD | ALEDO LN | NDA | Collector |
| INDIAN RIVER DR | NORTH CITY LIMIT | SOUTH CITY LIMIT | Major Collector | Collector |
| JENNINGS RD | US-1/SR-5 | LENNARD RD | Major Collector | Collector |
| LAKEHURST DR | BAYSHORE BLVD | SANDIA DR | Major Collector | Collector |
| LENNARD RD | US-1/SR-5 | WALTON RD | Minor Arterial | Minor Arterial |
| LENNARD RD | PRIMA VISTA BLVD | KITTERMAN RD | Minor Collector | Collector |
| LTC PARKWAY | MIDWAY RD | GLADES CUT OFF RD | NDA | Collector |
| LYNGATE DR | MIDPORT RD | US-1/SR-5 | Major Collector | Collector |
| MANVILLE DR | SELVITZ RD | ST JAMES DR | Major Collector | Collector |
| MARIPOSA AVE | LENNARD RD | CALAIS ST | Minor Collector | Collector |
| MELALEUCA BLVD | LENNARD RD | GREEN RIVER PKWY | Minor Collector | Collector |
| MIDWAY RD | WESTERN CITY LIMITS | EASTERN CITY LIMITS | Principal Arterial - Other | Principal Arterial |
| MORNINGSIDE BLVD | WESTMORELAND RAB | LYNGATE DR | Major Collector | Collector |
| MORNINGSIDE BLVD | RIVER VISTA DR | WESTMORELAND RAB | NDA | Collector |
| N MACEDO BLD | SELVITZ RD | BAYSHORE BLVD | NDA | Collector |
| N TORINO PKWY | BLANTON BLVD | E TORINO PKWY | Major Collector | Collector |
| OAKRIDGE BLVD | BAYSHORE BLVD | SOUTHBEND BLVD | Minor Collector | Collector |
| PAAR DR | BAMBERG ST | DARWIN BLVD | Minor Collector | Collector |
| PEACHTREE BLVD | SELVITZ RD | ST JAMES BLVD | Major Collector | Collector |
| PEACOCK BLVD | CALIFORNIA BLVD RAD | ST LUCIE WEST BLVD | Major Collector | Collector |

| Road Name | From | To | Road Classification (Urban) | |
|---|---|---|---|---|
| | | | Federal Highway Administration Adjusted Urban Area 2010 | City |
| PORT ST LUCIE BLVD | MARTIN COUNTY LINE | BECKER RD | Minor Arterial | Minor Arterial |
| PORT ST LUCIE BLVD | BECKER RD | US 1/SR 5 | Principal Arterial - Other | Principal Arterial |
| PRIMA VISTA BLVD | BAYSHORE BLVD | US 1/SR 5 | Principal Arterial - Other | Principal Arterial |
| RANGE LINE ROAD | GLADES CUT-OFF ROAD | SOUTHERN CITY LIMITS | Minor Arterial | Minor Arterial |
| RESERVE BLVD | COMMERCE CENTRE DR RAB | I-95 SB OFF-RAMP | Major Collector | Collector |
| ROSSER BLVD | BAMBERG ST | GATLIN BLVD | Major Collector | Collector |
| S MACEDO BLVD | BAYSHORE BLVD | THORNHILL DR | NDA | Collector |
| SANDIA DR | THORNHILL DR | PRIMA VISTA BLVD | Major Collector | Collector |
| SAVAGE BLVD | SR 9/I-95 | GATLIN BLVD | Major Collector | Collector |
| SAVONA BLVD | BECKER RD | CALIFORNIA BLVD | Minor Arterial | Minor Arterial |
| SELVITZ RD | BAYSHORE BLVD | MIDWAY RD | Minor Arterial | Minor Arterial |
| SELVITZ RD | FLORESTA DR | BAYSHORE BLVD | Minor Collector | Collector |
| SOUTHBEND BLVD | BECKER RD | OAKRIDGE DR | Minor Arterial | Minor Arterial |
| ST JAMES DR | AIROSO BLVD | MIDWAY RD | Principal Arterial - Other | Principal Arterial |
| ST LUCIE WEST BLVD | I-95 SB OFF-RAMP | BAYSHORE BLVD | Principal Arterial - Other | Principal Arterial |
| THORNHILL DR | BAYSHORE BLVD | FLORESTA DR | Major Collector | Collector |
| TIFFANY AVE | US-1/SR-5 | LENNARD RD | Major Collector | Collector |
| TRADITION PKWY | ABINGDON RAB | I-95 SB OFF-RAMP | Minor Arterial | Minor Arterial |
| TULIP BLVD | PORT ST LUCIE BLVD | PORT ST LUCIE BLVD | Major Collector | Collector |
| UNIVERSITY BLVD | PEACOCK BLVD | CALIFORNIA BLVD | Minor Collector | Collector |
| US-1/SR-5 | SOUTH CITY LIMITS | NORTH CITY LIMITS | Principal Arterial - Other | Principal Arterial |
| VETERANS MEM PKWY | PORT ST LUCIE BLVD | US-1/SR-5 | Minor Arterial | Minor Arterial |
| VILLAGE GREEN DR | TIFFANY AVE | US-1/SR-5 | Major Collector | Collector |
| VILLAGE PKWY | BECKER RD | CROSSTOWN PKWY | Minor Arterial | Minor Arterial |
| W TORINO PKWY | CALIFORNIA BLVD | BLANTON BLVD | Major Collector | Collector |
| WALTON RD | US-1/SR-5 | INDIAN RIVER DR | Minor Arterial | Minor Arterial |
| WESTCLIFFE LN | VILLAGE PARKWAY | COMMUNITY BLVD | Minor Collector | Collector |
| WESTMORELAND BLVD | US-1/SR-5 | PORT ST LUCIE BLVD | Major Collector | Collector |
| WHITMORE DR | BAYSHORE BLVD | CUL-DE-SAC | Major Collector | Collector |

**Appendix D**

Turning Movement Counts and 2021 Peak Seasonal Factor Report

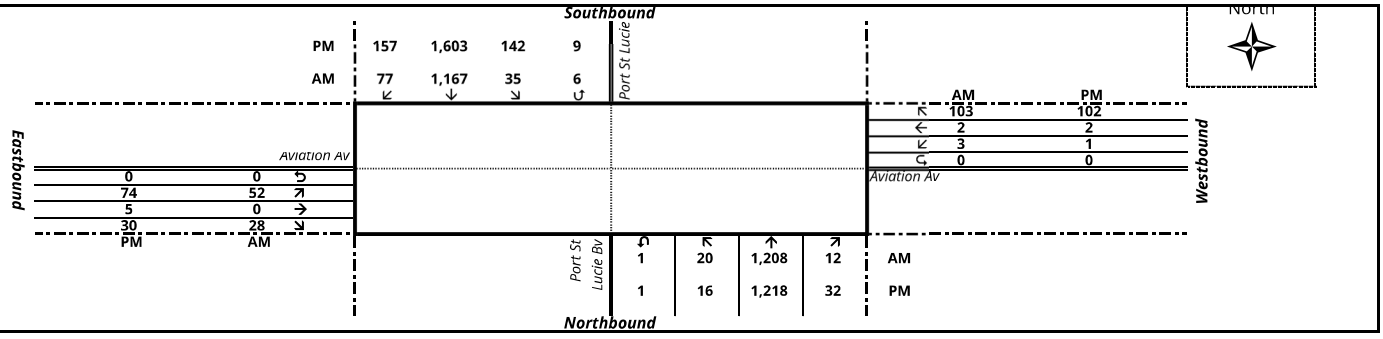
# 15 MINUTE TURNING MOVEMENT COUNTS

*(Cars and Trucks)*

**DATE:** December 15, 2022 (Thursday) **CITY:** Port St Lucie **LATITUDE:** 0

**LOCATION:** Port St Lucie Bv & Aviation Av **COUNTY:** St Lucie County **LONGITUDE:** 0

| | Port St Lucie Bv | | | | | Port St Lucie Bv | | | | | | Aviation Av | | | | | Aviation Av | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S | EASTBOUND | | | | | WESTBOUND | | | | | E/W | GRAND |
| BEGIN | L | T | R | *U-turn* | TOTAL | L | T | R | *U-turn* | TOTAL | TOTAL | L | T | R | *U-turn* | TOTAL | L | T | R | *U-turn* | TOTAL | TOTAL | TOTAL |
| 07:00 AM | 3 | 237 | 0 | 0 | **240** | 6 | 228 | 7 | 0 | **241** | **481** | 9 | 2 | 4 | 0 | **15** | 0 | 0 | 24 | 0 | **24** | **39** | **520** |
| 07:15 AM | 4 | 318 | 1 | 0 | **323** | 11 | 307 | 17 | 2 | **337** | **660** | 12 | 0 | 9 | 0 | **21** | 1 | 0 | 21 | 0 | **22** | **43** | **703** |
| 07:30 AM | 2 | 281 | 1 | 0 | **284** | 3 | 217 | 10 | 1 | **231** | **515** | 9 | 1 | 5 | 0 | **15** | 1 | 0 | 12 | 0 | **13** | **28** | **543** |
| 07:45 AM | 0 | 354 | 2 | 1 | **357** | 8 | 257 | 14 | 3 | **282** | **639** | 18 | 0 | 4 | 0 | **22** | 2 | 1 | 34 | 0 | **37** | **59** | **698** |
| **TOTAL** | 9 | 1,190 | 4 | 1 | **1,204** | 28 | 1,009 | 48 | 6 | **1,091** | **2,295** | 48 | 3 | 22 | 0 | **73** | 4 | 1 | 91 | 0 | **96** | **169** | **2,464** |
| 08:00 AM | 0 | 338 | 1 | 0 | **339** | 7 | 279 | 16 | 2 | **304** | **643** | 13 | 0 | 8 | 0 | **21** | 0 | 0 | 31 | 0 | **31** | **52** | **695** |
| 08:15 AM | 7 | 302 | 4 | 0 | **313** | 12 | 315 | 19 | 0 | **346** | **659** | 12 | 0 | 2 | 0 | **14** | 0 | 0 | 25 | 0 | **25** | **39** | **698** |
| 08:30 AM | 13 | 214 | 5 | 0 | **232** | 8 | 316 | 28 | 1 | **353** | **585** | 9 | 0 | 14 | 0 | **23** | 1 | 1 | 13 | 0 | **15** | **38** | **623** |
| 08:45 AM | 6 | 284 | 1 | 0 | **291** | 12 | 263 | 25 | 2 | **302** | **593** | 11 | 0 | 7 | 0 | **18** | 0 | 0 | 27 | 0 | **27** | **45** | **638** |
| **TOTAL** | 26 | 1,138 | 11 | 0 | **1,175** | 39 | 1,173 | 88 | 5 | **1,305** | **2,480** | 45 | 0 | 31 | 0 | **76** | 1 | 1 | 96 | 0 | **98** | **174** | **2,654** |
| 04:00 PM | 5 | 295 | 3 | 0 | **303** | 28 | 436 | 19 | 4 | **487** | **790** | 13 | 1 | 5 | 0 | **19** | 0 | 0 | 16 | 0 | **16** | **35** | **825** |
| 04:15 PM | 4 | 303 | 2 | 0 | **309** | 27 | 339 | 28 | 1 | **395** | **704** | 21 | 1 | 13 | 0 | **35** | 0 | 0 | 16 | 0 | **16** | **51** | **755** |
| 04:30 PM | 5 | 300 | 4 | 0 | **309** | 27 | 410 | 27 | 3 | **467** | **776** | 22 | 1 | 5 | 0 | **28** | 0 | 1 | 24 | 0 | **25** | **53** | **829** |
| 04:45 PM | 5 | 323 | 7 | 0 | **335** | 36 | 428 | 37 | 2 | **503** | **838** | 17 | 2 | 8 | 0 | **27** | 1 | 0 | 21 | 0 | **22** | **49** | **887** |
| **TOTAL** | 19 | 1,221 | 16 | 0 | **1,256** | 118 | 1,613 | 111 | 10 | **1,852** | **3,108** | 73 | 5 | 31 | 0 | **109** | 1 | 1 | 77 | 0 | **79** | **188** | **3,296** |
| 05:00 PM | 2 | 301 | 4 | 0 | **307** | 34 | 331 | 33 | 4 | **402** | **709** | 19 | 1 | 3 | 0 | **23** | 0 | 1 | 22 | 0 | **23** | **46** | **755** |
| 05:15 PM | 5 | 312 | 12 | 1 | **330** | 35 | 428 | 48 | 1 | **512** | **842** | 22 | 1 | 8 | 0 | **31** | 0 | 0 | 31 | 0 | **31** | **62** | **904** |
| 05:30 PM | 4 | 282 | 9 | 0 | **295** | 37 | 416 | 39 | 2 | **494** | **789** | 16 | 1 | 11 | 0 | **28** | 0 | 1 | 28 | 0 | **29** | **57** | **846** |
| 05:45 PM | 1 | 231 | 2 | 0 | **234** | 48 | 381 | 28 | 5 | **462** | **696** | 10 | 1 | 5 | 0 | **16** | 1 | 1 | 38 | 0 | **40** | **56** | **752** |
| **TOTAL** | 12 | 1,126 | 27 | 1 | **1,166** | 154 | 1,556 | 148 | 12 | **1,870** | **3,036** | 67 | 4 | 27 | 0 | **98** | 1 | 3 | 119 | 0 | **123** | **221** | **3,257** |
| **AM Peak** | | | | | | | | | | | | | | | | | | | | | | **Peak Hour Factor:** | **0.972** |
| 07:45 AM to 08:45 AM | **20** | **1,208** | **12** | **1** | **1,241** | **35** | **1,167** | **77** | **6** | **1,285** | **2,526** | **52** | **0** | **28** | **0** | **80** | **3** | **2** | **103** | **0** | **108** | **188** | **2,714** |
| **PM Peak** | | | | | | | | | | | | | | | | | | | | | | **Peak Hour Factor:** | **0.938** |
| 04:45 PM to 05:45 PM | **16** | **1,218** | **32** | **1** | **1,267** | **142** | **1,603** | **157** | **9** | **1,911** | **3,178** | **74** | **5** | **30** | **0** | **109** | **1** | **2** | **102** | **0** | **105** | **214** | **3,392** |



## 15 MINUTE TURNING MOVEMENT COUNTS

*(Trucks Only)*

**DATE:** December 15, 2022 (Thursday) **CITY:** Port St Lucie **LATITUDE:** 0

**LOCATION:** Port St Lucie Bv & Aviation Av **COUNTY:** St Lucie County **LONGITUDE:** 0

| | Port St Lucie Bv | | | | | Port St Lucie Bv | | | | | | Aviation Av | | | | | Aviation Av | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | NORTHBOUND | | | | | SOUTHBOUND | | | | | N/S | EASTBOUND | | | | | WESTBOUND | | | | | E/W | GRAND |
| BEGIN | L | T | R | *U-turn* | TOTAL | L | T | R | *U-turn* | TOTAL | TOTAL | L | T | R | *U-turn* | TOTAL | L | T | R | *U-turn* | TOTAL | TOTAL | TOTAL |
| 07:00 AM | 0 | 6 | 0 | 0 | **6** | 0 | 7 | 0 | 0 | **7** | **13** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **13** |
| 07:15 AM | 1 | 3 | 0 | 0 | **4** | 0 | 14 | 3 | 0 | **17** | **21** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | **22** |
| 07:30 AM | 0 | 1 | 0 | 0 | **1** | 0 | 4 | 2 | 0 | **6** | **7** | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | **8** |
| 07:45 AM | 0 | 5 | 0 | 0 | **5** | 0 | 6 | 2 | 0 | **8** | **13** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | **2** | **15** |
| **TOTAL** | 1 | 15 | 0 | 0 | **16** | 0 | 31 | 7 | 0 | **38** | **54** | 1 | 0 | 2 | 0 | **3** | 0 | 0 | 1 | 0 | **1** | **4** | **58** |
| 08:00 AM | 0 | 9 | 0 | 0 | **9** | 0 | 9 | 1 | 0 | **10** | **19** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **19** |
| 08:15 AM | 0 | 10 | 0 | 0 | **10** | 0 | 10 | 0 | 0 | **10** | **20** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | **21** |
| 08:30 AM | 0 | 6 | 0 | 0 | **6** | 1 | 9 | 3 | 0 | **13** | **19** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | **20** |
| 08:45 AM | 0 | 3 | 0 | 0 | **3** | 0 | 8 | 3 | 0 | **11** | **14** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 1 | 0 | **1** | **2** | **16** |
| **TOTAL** | 0 | 28 | 0 | 0 | **28** | 1 | 36 | 7 | 0 | **44** | **72** | 0 | 0 | 3 | 0 | **3** | 0 | 0 | 1 | 0 | **1** | **4** | **76** |
| 04:00 PM | 0 | 6 | 0 | 0 | **6** | 0 | 4 | 0 | 0 | **4** | **10** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **10** |
| 04:15 PM | 0 | 5 | 0 | 0 | **5** | 4 | 5 | 1 | 0 | **10** | **15** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | **16** |
| 04:30 PM | 0 | 3 | 0 | 0 | **3** | 1 | 8 | 0 | 0 | **9** | **12** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **12** |
| 04:45 PM | 0 | 1 | 1 | 0 | **2** | 0 | 3 | 0 | 0 | **3** | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **5** |
| **TOTAL** | 0 | 15 | 1 | 0 | **16** | 5 | 20 | 1 | 0 | **26** | **42** | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | **43** |
| 05:00 PM | 0 | 1 | 0 | 0 | **1** | 1 | 3 | 2 | 0 | **6** | **7** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **7** |
| 05:15 PM | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **0** |
| 05:30 PM | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | **0** | **1** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **1** |
| 05:45 PM | 0 | 3 | 0 | 0 | **3** | 0 | 2 | 0 | 0 | **2** | **5** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **5** |
| **TOTAL** | 0 | 5 | 0 | 0 | **5** | 1 | 5 | 2 | 0 | **8** | **13** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **13** |
| **AM Peak** 07:45 AM to 08:45 AM | **0** | **30** | **0** | **0** | **30** | **1** | **34** | **6** | **0** | **41** | **71** | **0** | **0** | **3** | **0** | **3** | **0** | **0** | **1** | **0** | **1** | **4** | **75** |
| **PM Peak** 04:45 PM to 05:45 PM | **0** | **3** | **1** | **0** | **4** | **1** | **6** | **2** | **0** | **9** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13** |

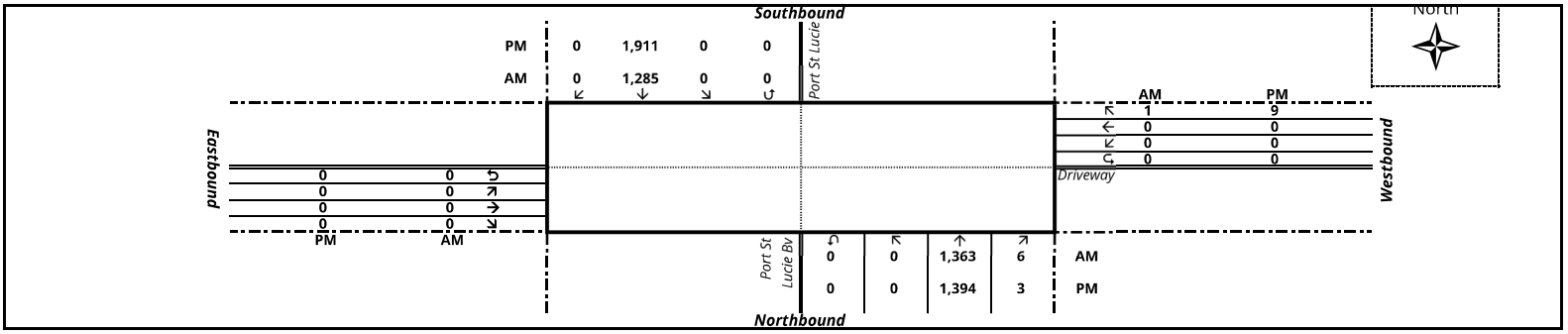
# 15 MINUTE TURNING MOVEMENT COUNTS

*(Cars and Trucks)*

**DATE:** December 15, 2022 (Thursday) **CITY:** Port St Lucie **LATITUDE:** 0

**LOCATION:** Port St Lucie Bv & Driveway **COUNTY:** St Lucie County **LONGITUDE:** 0

| | Port St Lucie Bv | | | | | Port St Lucie Bv | | | | | | | | | | Driveway | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TIME** | **NORTHBOUND** | | | | | **SOUTHBOUND** | | | | | **N/S** | **EASTBOUND** | | | | | **WESTBOUND** | | | | | **E/W** | **GRAND** |
| **BEGIN** | **L** | **T** | **R** | ***U-turn*** | **TOTAL** | **L** | **T** | **R** | ***U-turn*** | **TOTAL** | **TOTAL** | **L** | **T** | **R** | ***U-turn*** | **TOTAL** | **L** | **T** | **R** | ***U-turn*** | **TOTAL** | **TOTAL** | **TOTAL** |
| 07:00 AM | 0 | 270 | 2 | 0 | **272** | 0 | 241 | 0 | 0 | **241** | **513** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 4 | 0 | **4** | **4** | **517** |
| 07:15 AM | 0 | 351 | 1 | 0 | **352** | 0 | 337 | 0 | 0 | **337** | **689** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **689** |
| 07:30 AM | 0 | 302 | 0 | 0 | **302** | 0 | 231 | 0 | 0 | **231** | **533** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **533** |
| 07:45 AM | 0 | 406 | 0 | 0 | **406** | 0 | 282 | 0 | 0 | **282** | **688** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | **1** | **1** | **689** |
| **TOTAL** | 0 | 1,329 | 3 | 0 | **1,332** | 0 | 1,091 | 0 | 0 | **1,091** | **2,423** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 5 | 0 | **5** | **5** | **2,428** |
| 08:00 AM | 0 | 382 | 2 | 0 | **384** | 0 | 304 | 0 | 0 | **304** | **688** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **688** |
| 08:15 AM | 0 | 339 | 2 | 0 | **341** | 0 | 346 | 0 | 0 | **346** | **687** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **687** |
| 08:30 AM | 0 | 236 | 2 | 0 | **238** | 0 | 353 | 0 | 0 | **353** | **591** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **591** |
| 08:45 AM | 0 | 322 | 2 | 0 | **324** | 0 | 302 | 0 | 0 | **302** | **626** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **626** |
| **TOTAL** | 0 | 1,279 | 8 | 0 | **1,287** | 0 | 1,305 | 0 | 0 | **1,305** | **2,592** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **2,592** |
| 04:00 PM | 0 | 324 | 2 | 0 | **326** | 0 | 487 | 0 | 0 | **487** | **813** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 3 | 0 | **3** | **3** | **816** |
| 04:15 PM | 0 | 340 | 1 | 0 | **341** | 0 | 395 | 0 | 0 | **395** | **736** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | **1** | **1** | **737** |
| 04:30 PM | 0 | 346 | 2 | 0 | **348** | 0 | 467 | 0 | 0 | **467** | **815** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 2 | 0 | **2** | **2** | **817** |
| 04:45 PM | 0 | 361 | 1 | 0 | **362** | 0 | 503 | 0 | 0 | **503** | **865** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 2 | 0 | **2** | **2** | **867** |
| **TOTAL** | 0 | 1,371 | 6 | 0 | **1,377** | 0 | 1,852 | 0 | 0 | **1,852** | **3,229** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 8 | 0 | **8** | **8** | **3,237** |
| 05:00 PM | 0 | 342 | 0 | 0 | **342** | 0 | 402 | 0 | 0 | **402** | **744** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 2 | 0 | **2** | **2** | **746** |
| 05:15 PM | 0 | 365 | 1 | 0 | **366** | 0 | 512 | 0 | 0 | **512** | **878** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 2 | 0 | **2** | **2** | **880** |
| 05:30 PM | 0 | 326 | 1 | 0 | **327** | 0 | 494 | 0 | 0 | **494** | **821** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 3 | 0 | **3** | **3** | **824** |
| 05:45 PM | 0 | 279 | 0 | 0 | **279** | 0 | 462 | 0 | 0 | **462** | **741** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | **0** | **0** | **741** |
| **TOTAL** | 0 | 1,312 | 2 | 0 | **1,314** | 0 | 1,870 | 0 | 0 | **1,870** | **3,184** | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 7 | 0 | **7** | **7** | **3,191** |
| **AM Peak** | | | | | | | | | | | | | | | | | | | | | | **Peak Hour Factor:** | **0.963** |
| **07:45 AM to 08:45 AM** | **0** | **1,363** | **6** | **0** | **1,369** | **0** | **1,285** | **0** | **0** | **1,285** | **2,654** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **1** | **2,655** |
| **PM Peak** | | | | | | | | | | | | | | | | | | | | | | **Peak Hour Factor:** | **0.942** |
| **04:45 PM to 05:45 PM** | **0** | **1,394** | **3** | **0** | **1,397** | **0** | **1,911** | **0** | **0** | **1,911** | **3,308** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **9** | **9** | **3,317** |



2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401  CEN.-W OF US1 TO I95

MOCF: 0.97

| WEEK | DATES | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2021 - 01/02/2021 | 1.00 | 1.03 |
| 2 | 01/03/2021 - 01/09/2021 | 1.01 | 1.04 |
| 3 | 01/10/2021 - 01/16/2021 | 1.01 | 1.04 |
| 4 | 01/17/2021 - 01/23/2021 | 1.00 | 1.03 |
| 5 | 01/24/2021 - 01/30/2021 | 1.00 | 1.03 |
| 6 | 01/31/2021 - 02/06/2021 | 0.99 | 1.02 |
| 7 | 02/07/2021 - 02/13/2021 | 0.99 | 1.02 |
| * 8 | 02/14/2021 - 02/20/2021 | 0.98 | 1.01 |
| * 9 | 02/21/2021 - 02/27/2021 | 0.97 | 1.00 |
| *10 | 02/28/2021 - 03/06/2021 | 0.97 | 1.00 |
| *11 | 03/07/2021 - 03/13/2021 | 0.96 | 0.99 |
| *12 | 03/14/2021 - 03/20/2021 | 0.95 | 0.98 |
| *13 | 03/21/2021 - 03/27/2021 | 0.96 | 0.99 |
| *14 | 03/28/2021 - 04/03/2021 | 0.96 | 0.99 |
| *15 | 04/04/2021 - 04/10/2021 | 0.97 | 1.00 |
| *16 | 04/11/2021 - 04/17/2021 | 0.97 | 1.00 |
| *17 | 04/18/2021 - 04/24/2021 | 0.98 | 1.01 |
| *18 | 04/25/2021 - 05/01/2021 | 0.98 | 1.01 |
| *19 | 05/02/2021 - 05/08/2021 | 0.99 | 1.02 |
| *20 | 05/09/2021 - 05/15/2021 | 0.99 | 1.02 |
| 21 | 05/16/2021 - 05/22/2021 | 0.99 | 1.02 |
| 22 | 05/23/2021 - 05/29/2021 | 1.00 | 1.03 |
| 23 | 05/30/2021 - 06/05/2021 | 1.00 | 1.03 |
| 24 | 06/06/2021 - 06/12/2021 | 1.01 | 1.04 |
| 25 | 06/13/2021 - 06/19/2021 | 1.01 | 1.04 |
| 26 | 06/20/2021 - 06/26/2021 | 1.02 | 1.05 |
| 27 | 06/27/2021 - 07/03/2021 | 1.02 | 1.05 |
| 28 | 07/04/2021 - 07/10/2021 | 1.03 | 1.06 |
| 29 | 07/11/2021 - 07/17/2021 | 1.03 | 1.06 |
| 30 | 07/18/2021 - 07/24/2021 | 1.03 | 1.06 |
| 31 | 07/25/2021 - 07/31/2021 | 1.04 | 1.07 |
| 32 | 08/01/2021 - 08/07/2021 | 1.04 | 1.07 |
| 33 | 08/08/2021 - 08/14/2021 | 1.05 | 1.08 |
| 34 | 08/15/2021 - 08/21/2021 | 1.05 | 1.08 |
| 35 | 08/22/2021 - 08/28/2021 | 1.05 | 1.08 |
| 36 | 08/29/2021 - 09/04/2021 | 1.05 | 1.08 |
| 37 | 09/05/2021 - 09/11/2021 | 1.05 | 1.08 |
| 38 | 09/12/2021 - 09/18/2021 | 1.05 | 1.08 |
| 39 | 09/19/2021 - 09/25/2021 | 1.04 | 1.07 |
| 40 | 09/26/2021 - 10/02/2021 | 1.03 | 1.06 |
| 41 | 10/03/2021 - 10/09/2021 | 1.01 | 1.04 |
| 42 | 10/10/2021 - 10/16/2021 | 1.00 | 1.03 |
| 43 | 10/17/2021 - 10/23/2021 | 1.00 | 1.03 |
| 44 | 10/24/2021 - 10/30/2021 | 1.01 | 1.04 |
| 45 | 10/31/2021 - 11/06/2021 | 1.01 | 1.04 |
| 46 | 11/07/2021 - 11/13/2021 | 1.02 | 1.05 |
| 47 | 11/14/2021 - 11/20/2021 | 1.02 | 1.05 |
| 48 | 11/21/2021 - 11/27/2021 | 1.02 | 1.05 |
| 49 | 11/28/2021 - 12/04/2021 | 1.01 | 1.04 |
| 50 | 12/05/2021 - 12/11/2021 | 1.01 | 1.04 |
| 51 | 12/12/2021 - 12/18/2021 | 1.00 | 1.03 |
| 52 | 12/19/2021 - 12/25/2021 | 1.01 | 1.04 |
| 53 | 12/26/2021 - 12/31/2021 | 1.01 | 1.04 |

* PEAK SEASON

**Appendix E**
HCM Existing Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 52 | 0 | 28 | 3 | 2 | 103 | 1 | 20 | 1208 | 12 | 6 | 35 | 1167 | 77 |
| Future Vol, veh/h | 52 | 0 | 28 | 3 | 2 | 103 | 1 | 20 | 1208 | 12 | 6 | 35 | 1167 | 77 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | - | None |
| Storage Length | - | - | 105 | - | - | 115 | - | 350 | - | - | - | 310 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 3 | 2 | 3 | 3 | 8 | 2 | 2 | 11 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 0 | 29 | 3 | 2 | 106 | 1 | 21 | 1245 | 12 | 6 | 36 | 1203 | 79 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1870 | 2628 | 641 | 1860 | 2661 | 629 | 936 | 1282 | 0 | 0 | 918 | 1257 | 0 | 0 |
| Stage 1 | 1327 | 1327 | - | 1295 | 1295 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 543 | 1301 | - | 565 | 1366 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.56 | 7.14 | 6.46 | 6.56 | 7.26 | 5.64 | 5.34 | - | - | 5.64 | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.56 | - | 7.36 | 5.56 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.56 | - | 6.76 | 5.56 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.03 | 3.92 | 3.83 | 4.03 | 3.98 | 2.32 | 3.12 | - | - | 2.32 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 76 | 23 | 358 | 77 | 22 | 353 | 477 | 285 | - | - | 488 | 294 | - | - |
| Stage 1 | 117 | 221 | - | 123 | 229 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 449 | 227 | - | 433 | 211 | - | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 44 | 18 | 358 | 60 | 17 | 353 | 290 | 290 | - | - | 301 | 301 | - | - |
| Mov Cap-2 Maneuver | 84 | 90 | - | 96 | 91 | - | - | - | - | - | - | - | - | - |
| Stage 1 | 108 | 190 | - | 114 | 212 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 287 | 210 | - | 342 | 181 | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 73.2 | 20.7 | 0.3 | 0.6 |
| HCM LOS | F | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 290 | - | - | 84 | 358 | 94 | 353 | 301 | - | - |
| HCM Lane V/C Ratio | 0.075 | - | - | 0.638 | 0.081 | 0.055 | 0.301 | 0.14 | - | - |
| HCM Control Delay (s) | 18.4 | - | - | 104.1 | 15.9 | 45.5 | 19.5 | 18.9 | - | - |
| HCM Lane LOS | C | - | - | F | C | E | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 3 | 0.3 | 0.2 | 1.2 | 0.5 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 43 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 74 | 5 | 30 | 1 | 2 | 102 | 1 | 16 | 1218 | 32 | 9 | 142 | 1603 | 157 |
| Future Vol, veh/h | 74 | 5 | 30 | 1 | 2 | 102 | 1 | 16 | 1218 | 32 | 9 | 142 | 1603 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | - | None |
| Storage Length | - | - | 105 | - | - | 115 | - | 350 | - | - | - | 310 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 79 | 5 | 32 | 1 | 2 | 109 | 1 | 17 | 1296 | 34 | 10 | 151 | 1705 | 167 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2666 | 3477 | 936 | 2356 | 3543 | 665 | 1367 | 1872 | 0 | 0 | 971 | 1330 | 0 | 0 |
| Stage 1 | 2111 | 2111 | - | 1349 | 1349 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 555 | 1366 | - | 1007 | 2194 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.16 | 6.44 | 6.54 | 7.14 | 5.64 | 5.34 | - | - | 5.64 | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.93 | 3.82 | 4.02 | 3.92 | 2.32 | 3.12 | - | - | 2.32 | 3.12 | - | - |
| Pot Cap-1 Maneuver | ~ 24 | 6 | 227 | 38 | 6 | 345 | 274 | 145 | - | - | 456 | 270 | - | - |
| Stage 1 | ~ 32 | 91 | - | 113 | 217 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 441 | 213 | - | 233 | 82 | - | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 7 | ~ 2 | 227 | 12 | ~ 2 | 345 | 148 | 148 | - | - | 273 | 273 | - | - |
| Mov Cap-2 Maneuver | ~ 22 | 15 | - | 36 | 14 | - | - | - | - | - | - | - | - | - |
| Stage 1 | ~ 28 | 37 | - | 99 | 191 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 263 | 187 | - | 70 | 34 | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, $ | 1257.8 | 26.6 | 0.4 | 2.8 |
| HCM LOS | F | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 148 | - | - | 21 | 227 | 18 | 345 | 273 | - | - |
| HCM Lane V/C Ratio | 0.122 | - | - | 4.002 | 0.141 | 0.177 | 0.315 | 0.588 | - | - |
| HCM Control Delay (s) | 32.6 | - | - | $ 1726.5 | 23.4 | 244 | 20.2 | 35.5 | - | - |
| HCM Lane LOS | D | - | - | F | C | F | C | E | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 10.8 | 0.5 | 0.5 | 1.3 | 3.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 1 | 1363 | 6 | 0 | 1285 |
| Future Vol, veh/h | 0 | 1 | 1363 | 6 | 0 | 1285 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1 | 1482 | 7 | 0 | 1397 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 745 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 306 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 306 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.8 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 306 | - |
| HCM Lane V/C Ratio | - | - | 0.004 | - |
| HCM Control Delay (s) | - | - | 16.8 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 9 | 1394 | 3 | 0 | 1911 |
| Future Vol, veh/h | 0 | 9 | 1394 | 3 | 0 | 1911 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 10 | 1515 | 3 | 0 | 2077 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 759 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 300 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 300 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 300 | - |
| HCM Lane V/C Ratio | - | - | 0.033 | - |
| HCM Control Delay (s) | - | - | 17.4 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - |

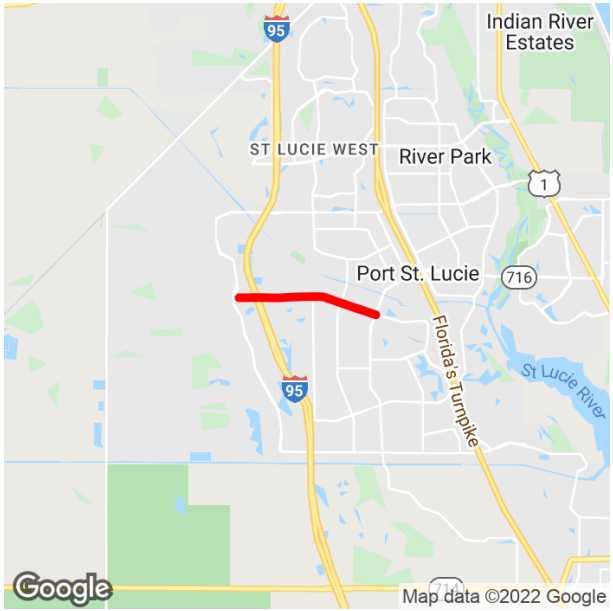
**Appendix F**
St Lucie TIP

## A.2 PROJECT INDEX AND TIP/RLRTP CROSS REFERENCE

| PROJECT NAME | PROJECT LIMITS FROM | PROJECT LIMITS TO | DESCRIPTION | PROJECT NUMBER | LRTP Page | TIP Page | TIP MAP Page |
|---|---|---|---|---|---|---|---|
| A1A BIG MUD CREEK AND BLIND CREEK BRIDGES | BIG MUD CREEK BRIDGE | BLIND CREEK BRIDGE | BRIDGE REPLACEMENT | 4491791 | 3-9 | C 6-2 | A-5 |
| A1A NORTH CAUSEWAY BRIDGE | ENTIRE BRIDGE | ENTIRE BRIDGE | BRIDGE REPLACEMENT | 4299362 | 8-3 | C 6-3 | A-4 |
| A1A SUNTRAIL | FT PIERCE INLET STATE PARK | SLC/INDIAN RIVER COUNTY LINE | BIKE PATH/TRAIL | 4435061 | 8-2 | C 1-2 | A-4 |
| BELL AVENUE | SOUTH 25TH ST | SUNRISE BLVD | BIKE LANE/SIDEWALK | 4460761 | 8-2 | C 1-3 | A-4 |
| EMERSON AVE | INDRIO RD | 25TH ST | RESURFACING | 4476511 | 3-9 | C 1-4 | A-4 |
| FEC OVERPASS | SAVANNAS RECREATION AREA | SOUTH OF SAVANNAH RD. | BIKE PATH/TRAIL | 4400321 | 8-2 | C 1-5 | A-4 |
| GATLIN BLVD | WEST OF I-95 | PORT ST LUCIE BLVD | TRAFFIC CONTROL DEVICES/SYSTEM | 4447071 | 8-3 | C 1-6 | A-5 |
| HISTORIC HIGHWAYMAN TRAIL GAP | INDIAN HILLS DR | GEORGIA AVE | BIKE PATH/TRAIL | 4400342 | 8-11 | C 1-7 | A-4 |
| I-95 @ GATLIN BLVD | OFF-RAMPS | OFF-RAMPS | INTERCHANGE - ADD LANES | 4397611 | 8-3 | C 1-8 | A-5 |
| I-95 @ ORANGE AVE | NB EXIT RAMP TO WB ORANGE AVE | NB EXIT RAMP TO WB ORANGE AVE | SKID HAZARD OVERLAY | 4492811 | 3-9 | C 1-10 | A-4 |
| I-95 @ ST. LUCIE WEST BLVD | INTERCHANGE | INTERCHANGE | INTERCHANGE - ADD LANES | 4353371 | 8-2 | C 1-12 | A-5 |
| I-95 FROM GATLIN BLVD TO ST. LUCIE WEST BLVD | GATLIN BLVD | ST. LUCIE WEST BLVD | SKID HAZARD OVERLAY | 4438471 | 3-9 | C 1-13 | A-5 |
| I-95 FROM GLADES CUT-OFF RD TO FL TPK | N OF GLADES CUT-OFF RD | N OF FLORIDA TURNPIKE | RESURFACING | 4491631 | 3-9 | C 1-14 | A-4 |
| I-95 FROM SLC/MARTIN TO SR-70 | SLC/MARTIN COUNTY LINE | SR-70/OKEECHOBEE RD | PD&E/EMO STUDY | 4226816 | 8-3 | C 1-15 | A-4, 5 |
| I-95 ST. LUCIE SOUTHBOUND REST AREA | REST AREA | REST AREA | REST AREA | 4499611 | 3-9 | C 1-16 | A-4 |
| INTERSECTION LIGHTING RETROFIT IMPROVEMENT | VARIOUS LOCATIONS | VARIOUS LOCATIONS | LIGHTING | 4470031 | 8-3 | C 1-17 | A-4 |
| JENKINS RD | GLADES CUT OFF RD | ORANGE AVENUE | PD&E/EMO STUDY | 4463311 | 8-3 | C 1-18 | A-4 |
| KESTOR DR | DARWIN BOULEVARD | BECKER RD | SIDEWALK | 4489981 | 8-11 | C 1-19 | A-5 |
| KINGS HWY | 400 feet S OF OKEECHOBEE RD | NORTH OF PICOS RD | ADD LANES & RECONSTRUCT | 2302566 | 8-2 | C 1-20 | A-4 |
| KINGS HWY | NORTH OF COMMERCIAL CIR | ST LUCIE BLVD | ADD LANES & RECONSTRUCT | 4383792 | 8-2 | C 1-21 | A-4 |
| KINGS HWY | N OF I-95 OVERPASS | N OF COMMERCIAL CIR | ADD LANES & RECONSTRUCT | 4383791 | 8-2 | C 1-22 | A-4 |
| KINGS HWY | NORTH OF PICOS RD | NORTH OF I-95 OVERPASS | ADD LANES & RECONSTRUCT | 2302567 | 8-2 | C 1-23 | A-4 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| KINGS HWY | N OF I-95 OVERPASS | SOUTH OF ANGLE | ADD LANES & RECONSTRUCT | 4383794 | 8-2 | C 1-26 | A-4 |
| MIDWAY RD | GLADES CUT OFF RD | SELVITZ ROAD | ADD LANES & RECONSTRUCT | 2314403 | 8-2 | C 1-27 | A-4, 5 |
| MIDWAY RD | JENKINS RD | SELVITZ RD | ADD LANES & RECONSTRUCT | 2314405 | 8-11 | C 1-28 | A-4, 5 |
| OKEECHOBEE RD | IDEAL HOLDING RD | ROCK RD | RESURFACING | 4476531 | 3-9 | C 1-29 | A-4 |
| OLEANDER AVE | SOUTH MARKET AVE | EDWARDS RD | SIDEWALK | 4480661 | 8-11 | C 1-30 | A-4 |
| ORANGE AVE | KINGS HWY | E OF I-95 SB RAMP | INTERCHANGE - ADD LANES | 4461681 | 8-3 | C 1-31 | A-4 |
| ORANGE AVE | KINGS HWY | US-1 | ATMS - ARTERIAL TRAFFIC MGMT | 4496961 | 8-11 | C 1-32 | A-4 |
| ORANGE AVE | NORTH 32ND ST | US-1 | RESURFACING | 4461691 | 3-9 | C 1-33 | A-4 |
| OUTFALL FOR VIRGINIA AVE | OLEANDER BLVD | INDIAN HILLS DR | DRAINAGE IMPROVEMENTS | 4417151 | 3-9 | C 1-34 | A-4 |
| PORT ST. LUCIE BLVD | BECKER RD | PAAR DRIVE | ADD LANES & RECONSTRUCT | 4317523 | 8-2 | C 1-35 | A-5 |
| PORT ST. LUCIE BLVD | PAAR DRIVE | DARWIN BLVD | ADD LANES & RECONSTRUCT | 4317522 | 8-2 | C 1-36 | A-5 |
| PORT ST. LUCIE BLVD | SOUTH OF PAAR DR | SOUTH OF ALCANTARRA BLVD | ADD LANES & RECONSTRUCT | 4317525 | 8-2 | C 1-37 | A-5 |
| PORT ST. LUCIE BLVD | SHELTER DR | US-1 | RESURFACING | 4463761 | 3-9 | C 1-38 | A-5 |
| PRIMA VISTA BLVD TSM&O | AIROSO BLVD | NARANJA AVE | ITS COMMUNICATION SYSTEM | 4481341 | 8-11 | C 1-39 | A-5 |
| S 25TH ST | N OF EDWARDS RD | N OF VIRGINIA AVE | RESURFACING | 4461701 | 3-9 | C 1-40 | A-4 |
| SAVANNAS PRESERVE STATE PARK GAP | LENNARD RD | SAVANNAS RECREATION AREA | BIKE PATH/TRAIL | 4399993 | 8-3 | C 1-41 | A-4, 5 |
| SAVANNAS PRESERVE STATE PARK GAP | WALTON RD | LENNARD RD | BIKE PATH/TRAIL | 4399992 | 8-2 | C 1-42 | A-5 |
| SELVITZ RD | NW FLORESTA DRIVE | NW BAYSHORE BLVD | BIKE LANE/SIDEWALK | 4460741 | 8-2 | C 1-43 | A-5 |
| ST. LUCIE BLVD | EAST OF N 25 ST | WEST OF US-1 | RESURFACING | 4484491 | 3-9 | C 1-44 | A-4 |
| ST. LUCIE COUNTY PORT OF FT. PIERCE | PORT OF FT. PIERCE | PORT OF FT. PIERCE | SEAPORT REVENUE/OPERAT PROJECT | 4150862 | 3-9 | C 8-2 | A-4 |
| TURNPIKE RESURFACING | MP 169.3 | MP 173 | RESURFACING | 4444021 | 3-9 | C 7-5 | A-4 |
| US HIGHWAY 1 | EDWARDS RD | TENNESSEE AVE | DRAINAGE IMPROVEMENTS | 4417141 | 3-9 | C 1-45 | A-4 |
| US HIGHWAY 1 | MARTIN/ST. LUCIE COUNTY LINE | PORT ST. LUCIE BLVD | RESURFACING | 4476521 | 3-9 | C 1-46 | A-5 |
| US HIGHWAY 1 | NORTH OF VIRGINIA AVE | SUNNY LANE | RESURFACING | 4461091 | 3-9 | C 1-47 | A-4 |
| US HIGHWAY 1 | SOUTH OF JUANITA AVE | NORTH OF KINGS HWY | RESURFACING | 4484501 | 3-9 | C 1-48 | A-4 |
| WALTON RD | 800 FEET EAST OF LENNARD RD | GREEN RIVER PKWY | SIDEWALK | 4483081 | 8-11 | C 1-49 | A-5 |

## GATLIN BLVD FROM WEST OF I-95 TO PORT ST. LUCIE BLVD
## 4447071 Non-SIS




**Project Description:** TRAFFIC CONTROL DEVICES/SYSTEM
**Extra Description:** 2021 TPO CMP PRIORITY #1 AND #2 LAP WITH PORT ST LUCIE INSTALL TRAFFIC CAMERAS AT SIGNALIZED INTERSECTIONS; OPTIMIZE GREEN TIME, ADD ADAPTIVE TRAFFIC SIGNAL CONTROL
**Lead Agency:** MANAGED BY FDOT
**From:** WEST OF I-95
**County:** ST. LUCIE
**To:** PORT ST. LUCIE BLVD
**Length:** 2.672
**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|---|---|---|---|---|---|
| CST | GFSU | 314,000 | 0 | 0 | 0 | 0 | 314,000 |
| CST | SU | 314,000 | 0 | 0 | 0 | 0 | 314,000 |
| | | **628,000** | | | | | **628,000** |

**Prior Year Cost: 5,000**
**Future Year Cost: 0**
**Total Project Cost: 633,000**
**LRTP: Page 8-3**

## PORT ST. LUCIE BLVD FROM PAAR DR TO DARWIN BLVD
## 4317522 Non-SIS


**Project Description:** ADD LANES & RECONSTRUCT
**Extra Description:** 2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES CONSTRUCTION SPLIT OUT TO SEG 5 AND 6 PH43 INCLUDES $121 TO COVER RECORDING FEES LFA WITH CITY OF PORT ST. LUCIE
**Lead Agency:** MANAGED BY FDOT
**From:** PAAR DR
**County:** ST. LUCIE
**To:** DARWIN BLVD
**Length:** 1.946
**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|---|---|---|---|---|---|
| PE | LF | 131,977 | 0 | 0 | 0 | 0 | 131,977 |
| | | **131,977** | | | | | **131,977** |

**Prior Year Cost: 6,521,844**
**Future Year Cost: 0**
**Total Project Cost: 24,028,578**
**LRTP: Page 8-2**

**Appendix G**
ITE Trip Generation Information

# Convenience Store/Gas Station - GFA (2-4k)
(945)

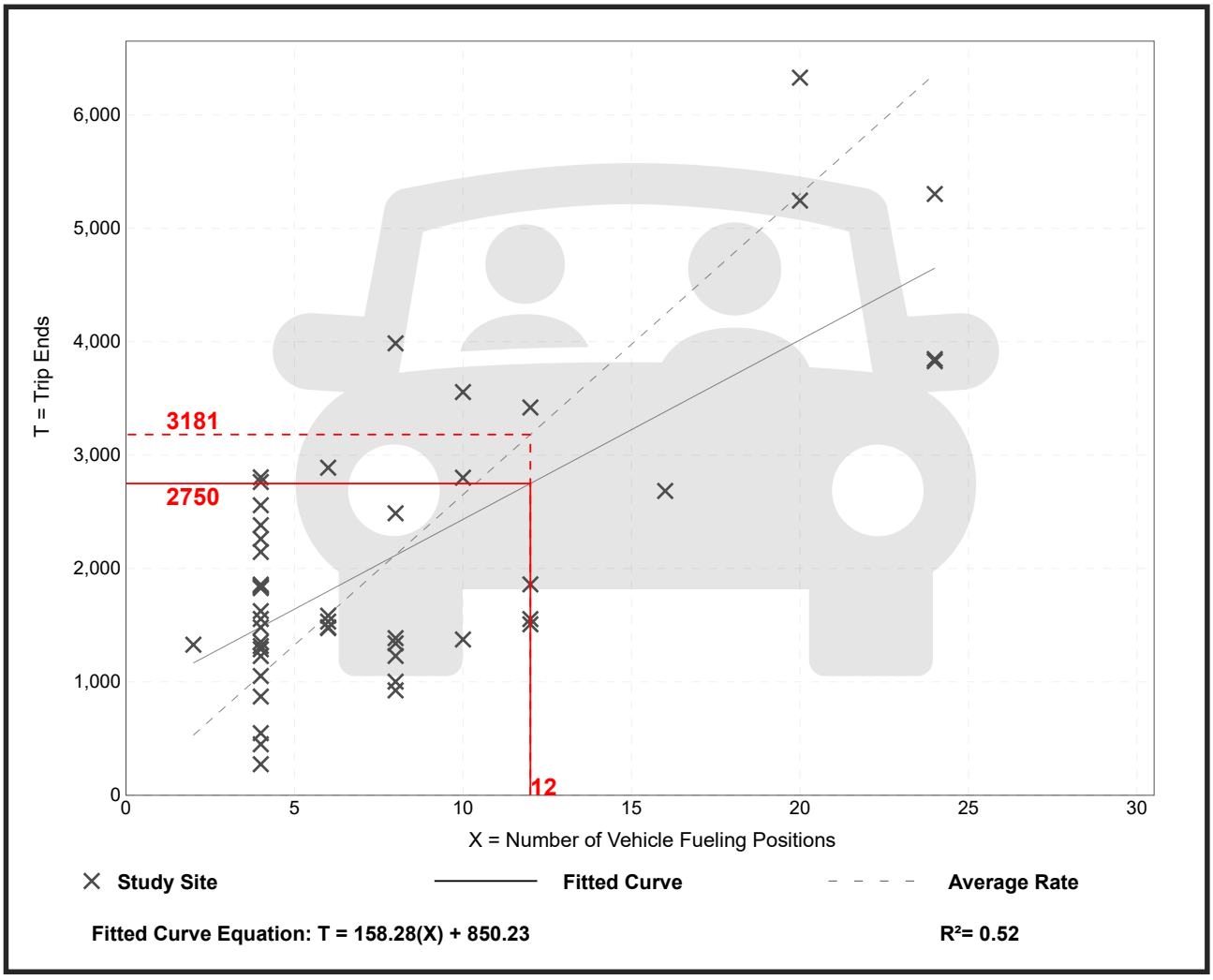
**Vehicle Trip Ends vs:** **Vehicle Fueling Positions**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 265.12 | 68.50 - 701.00 | 142.37 |

## Data Plot and Equation




**Fitted Curve Equation: T = 158.28(X) + 850.23**

**$R^2$= 0.52**

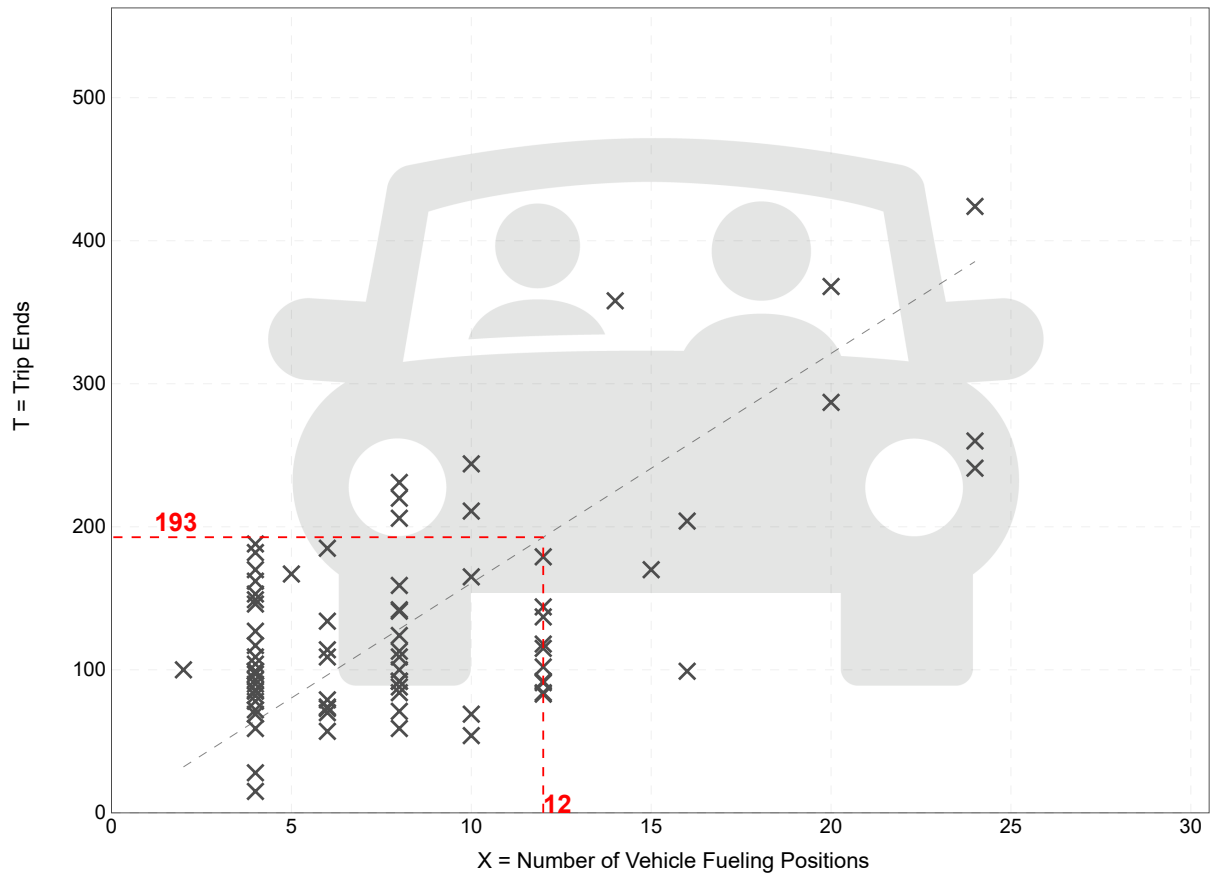
# Convenience Store/Gas Station - GFA (2-4k)
(945)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Vehicle Fueling Positions** |
| **On a:** | **Weekday,**<br>**Peak Hour of Adjacent Street Traffic,**<br>**One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 76 |
| Avg. Num. of Vehicle Fueling Positions: | 8 |
| Directional Distribution: | 50% entering, 50% exiting |

## Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 16.06 | 3.75 - 50.00 | 8.79 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= ******

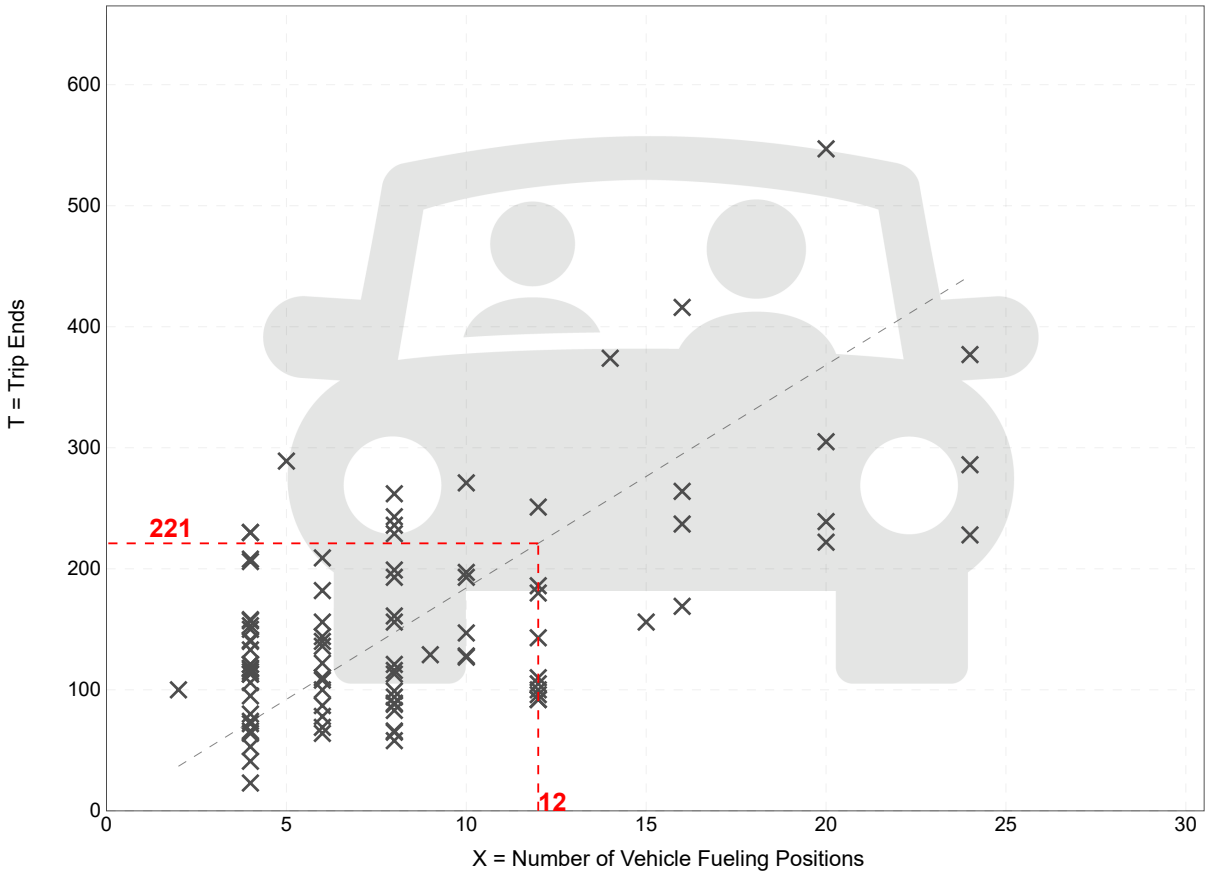
# Convenience Store/Gas Station - GFA (2-4k)
(945)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Vehicle Fueling Positions** |
| **On a:** | **Weekday,**<br>**Peak Hour of Adjacent Street Traffic,**<br>**One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 93 |
| Avg. Num. of Vehicle Fueling Positions: | 8 |
| Directional Distribution: | 50% entering, 50% exiting |

## Vehicle Trip Generation per Vehicle Fueling Position

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 18.42 | 5.75 - 57.80 | 10.16 |

## Data Plot and Equation




**Fitted Curve Equation: Not Given**

**$R^2$= ******

**Vehicle Pass-By Rates by Land Use**

Source: ITE *Trip Generation Manual* , 11th Edition

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Land Use Code | 945 | | | | | | | | | |
| Land Use | Convenience Store/Gas Station | | | | | | | | | |
| Setting | General Urban/Suburban | | | | | | | | | |
| Time Period | Weekday AM Peak Period | | | | | | | | | |
| # Data Sites | 16 Sites with between 2 and 8 VFP | | | | | 28 Sites with between 9 and 20 VFP | | | | |
| Average Pass-By Rate | 60% for Sites with between 2 and 8 VFP | | | | | 76% for Sites with between 9 and 20 VFP | | | | |
| | Pass-By Characteristics for Individual Sites | | | | | | | | | |
| | | | | | | | | | | |
| | | | Survey | | Pass-By | Non-Pass-By Trips | | | Adj Street Peak | |
| GFA (000) | VFP | State or Province | Year | # Interviews | Trip (%) | Primary (%) | Diverted (%) | Total (%) | Hour Volume | Source |
| 2 | 8 | Maryland | 1992 | 46 | 87 | 13 | 0 | 13 | 2235 | 25 |
| 2.1 | 6 | Maryland | 1992 | 26 | 58 | 23 | 19 | 42 | 2080 | 25 |
| 2.1 | 6 | Maryland | 1992 | 26 | 58 | 23 | 19 | 42 | 2080 | 25 |
| 2.2 | 8 | Maryland | 1992 | 31 | 47 | 34 | 19 | 53 | 1785 | 25 |
| 2.2 | < 8 | Indiana | 1993 | 79 | 56 | 6 | 38 | 44 | 635 | 2 |
| 2.2 | 8 | Maryland | 1992 | 35 | 78 | 9 | 13 | 22 | 7080 | 25 |
| 2.3 | 6 | Maryland | 1992 | 37 | 32 | 41 | 27 | 68 | 2080 | 25 |
| 2.3 | < 8 | Kentucky | 1993 | 58 | 64 | 5 | 31 | 36 | 1255 | 2 |
| 2.3 | 6 | Maryland | 1992 | 37 | 32 | 41 | 27 | 68 | 2080 | 25 |
| 2.4 | < 8 | Kentucky | 1993 | — | 48 | 17 | 35 | 52 | 1210 | 2 |
| 2.6 | < 8 | Kentucky | 1993 | — | 72 | 15 | 13 | 28 | 940 | 2 |
| 2.8 | < 8 | Kentucky | 1993 | — | 54 | 11 | 35 | 46 | 1240 | 2 |
| 3 | < 8 | Indiana | 1993 | 62 | 74 | 10 | 16 | 26 | 790 | 2 |
| 3.6 | < 8 | Kentucky | 1993 | 49 | 67 | 4 | 29 | 33 | 1985 | 2 |
| 3.7 | < 8 | Kentucky | 1993 | 49 | 66 | 16 | 18 | 34 | 990 | 2 |
| 4.694 | 12 | Maryland | 2000 | — | 72 | — | — | 28 | 2440 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 78 | — | — | 22 | 1561 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 79 | — | — | 21 | 2764 | 30 |
| 4.848 | 12 | Virginia | 2000 | — | 55 | — | — | 45 | 1398 | 30 |
| 5.06 | 12 | Pennsylvania | 2000 | — | 84 | — | — | 16 | 3219 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 74 | — | — | 26 | 1160 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 71 | — | — | 29 | 548 | 30 |
| 5.488 | 12 | Delaware | 2000 | — | 80 | — | — | 20 | — | 30 |
| 5.5 | 12 | Pennsylvania | 2000 | — | 85 | — | — | 15 | 2975 | 30 |
| 4.2 | < 8 | Kentucky | 1993 | 47 | 62 | 19 | 19 | 38 | 1705 | 2 |
| 4.694 | 16 | Maryland | 2000 | — | 90 | — | — | 10 | 2278 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 74 | — | — | 26 | 2185 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 58 | — | — | 42 | 962 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 84 | — | — | 16 | 2956 | 30 |
| 4.694 | 16 | New Jersey | 2000 | — | 79 | — | — | 21 | 1859 | 30 |
| 4.694 | 20 | Delaware | 2000 | — | 84 | — | — | 16 | 3864 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 68 | — | — | 32 | 2106 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 85 | — | — | 15 | 2676 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 75 | — | — | 25 | 3244 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 71 | — | — | 29 | 1663 | 30 |
| 4.993 | 16 | Pennsylvania | 2000 | — | 75 | — | — | 25 | 1991 | 30 |
| 5.094 | 16 | New Jersey | 2000 | — | 86 | — | — | 14 | 1260 | 30 |
| 5.5 | 16 | Pennsylvania | 2000 | — | 82 | — | — | 18 | 1570 | 30 |
| 5.543 | 16 | Pennsylvania | 2000 | — | 84 | — | — | 16 | 1933 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 77 | — | — | 23 | 2262 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 68 | — | — | 32 | 2854 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 58 | — | — | 42 | 1253 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 79 | — | — | 21 | 1928 | 30 |
| 5.565 | 16 | New Jersey | 2000 | --- | 84 | --- | --- | 16 | 1953 | 30 |
| | | | | | | | | | | |

**Vehicle Pass-By Rates by Land Use**

Source: ITE *Trip Generation Manual* , 11th Edition

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Land Use Code | 945 | | | | | | | | | |
| Land Use | Convenience Store/Gas Station | | | | | | | | | |
| Setting | General Urban/Suburban | | | | | | | | | |
| Time Period | Weekday PM Peak Period | | | | | | | | | |
| # Data Sites | 12 Sites with between 2 and 8 VFP | | | | | 28 Sites with between 9 and 20 VFP | | | | |
| Average Pass-By Rate | 56% for Sites with between 2 and 8 VFP | | | | | 75% for Sites with between 9 and 20 VFP | | | | |
| | Pass-By Characteristics for Individual Sites | | | | | | | | | |
| | | | | | | | | | | |
| | | | Survey | | Pass-By | Non-Pass-By Trips | | | Adj Street Peak | |
| GFA (000) | VFP | State or Province | Year | # Interviews | Trip (%) | Primary (%) | Diverted (%) | Total (%) | Hour Volume | Source |
| 2.1 | 8 | Maryland | 1992 | 31 | 52 | 13 | 35 | 48 | 1785 | 25 |
| 2.1 | 6 | Maryland | 1992 | 30 | 53 | 20 | 27 | 47 | 1060 | 25 |
| 2.2 | < 8 | Indiana | 1993 | 115 | 48 | 16 | 36 | 52 | 820 | 2 |
| 2.3 | < 8 | Kentucky | 1993 | 67 | 57 | 16 | 27 | 43 | 1954 | 2 |
| 2.3 | 6 | Maryland | 1992 | 55 | 40 | 11 | 49 | 60 | 2760 | 25 |
| 2.4 | < 8 | Kentucky | 1993 | — | 58 | 13 | 29 | 42 | 2655 | 2 |
| 2.6 | < 8 | Kentucky | 1993 | 68 | 67 | 15 | 18 | 33 | 950 | 2 |
| 2.8 | < 8 | Kentucky | 1993 | — | 62 | 11 | 27 | 38 | 2875 | 2 |
| 3 | < 8 | Indiana | 1993 | 80 | 65 | 15 | 20 | 35 | 1165 | 2 |
| 3.6 | < 8 | Kentucky | 1993 | 60 | 56 | 17 | 27 | 44 | 2505 | 2 |
| 3.7 | < 8 | Kentucky | 1993 | 70 | 61 | 16 | 23 | 39 | 2175 | 2 |
| 4.2 | < 8 | Kentucky | 1993 | 61 | 58 | 26 | 16 | 42 | 2300 | 2 |
| 4.694 | 12 | Maryland | 2000 | — | 78 | — | — | 22 | 3549 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 67 | — | — | 33 | 2272 | 30 |
| 4.694 | 12 | Maryland | 2000 | — | 66 | — | — | 34 | 3514 | 30 |
| 4.848 | 12 | Virginia | 2000 | — | 71 | — | — | 29 | 2350 | 30 |
| 5.06 | 12 | Pennsylvania | 2000 | — | 91 | — | — | 9 | 4181 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 70 | — | — | 30 | 2445 | 30 |
| 5.242 | 12 | Virginia | 2000 | — | 56 | — | — | 44 | 950 | 30 |
| 5.488 | 12 | Delaware | 2000 | — | 73 | — | — | 27 | — | 30 |
| 5.5 | 12 | Pennsylvania | 2000 | — | 84 | — | — | 16 | 4025 | 30 |
| 4.694 | 16 | Maryland | 2000 | — | 89 | — | — | 11 | 2755 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 73 | — | — | 27 | 1858 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 59 | — | — | 41 | 1344 | 30 |
| 4.694 | 16 | Delaware | 2000 | — | 72 | — | — | 28 | 3434 | 30 |
| 4.694 | 16 | New Jersey | 2000 | — | 81 | — | — | 19 | 1734 | 30 |
| 4.694 | 20 | Delaware | 2000 | — | 76 | — | — | 24 | 1616 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 67 | — | — | 33 | 2.954 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 78 | — | — | 22 | 3086 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 83 | — | — | 17 | 4143 | 30 |
| 4.848 | 16 | Virginia | 2000 | — | 73 | — | — | 27 | 2534 | 30 |
| 4.993 | 16 | Pennsylvania | 2000 | — | 72 | — | — | 28 | 2917 | 30 |
| 5.094 | 16 | New Jersey | 2000 | — | 86 | — | — | 14 | 1730 | 30 |
| 5.5 | 16 | Pennsylvania | 2000 | — | 90 | — | — | 10 | 2616 | 30 |
| 5.543 | 16 | Pennsylvania | 2000 | — | 87 | — | — | 13 | 2363 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 81 | — | — | 19 | 2770 | 30 |
| 5.565 | 16 | Pennsylvania | 2000 | — | 76 | — | — | 24 | 3362 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 61 | — | — | 39 | 1713 | 30 |
| 5.565 | 16 | New Jersey | 2000 | — | 86 | — | — | 14 | 1721 | 30 |
| 5.565 | 16 | New Jersey | 2000 | --- | 81 | --- | --- | 19 | 2227 | 30 |
| | | | | | | | | | | |

# General Office Building
(710)

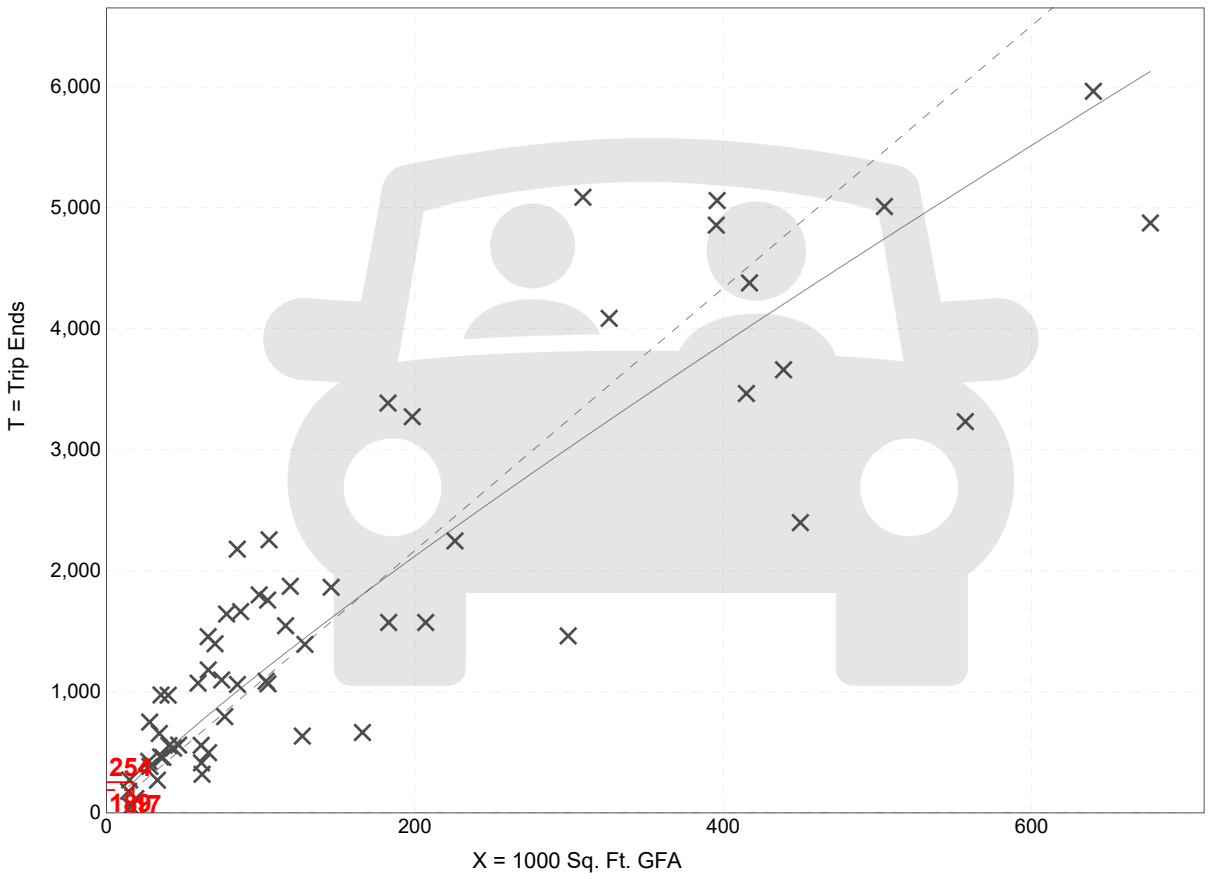
**Vehicle Trip Ends vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 10.84 | 3.27 - 27.56 | 4.76 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05**

**$R^2$= 0.78**

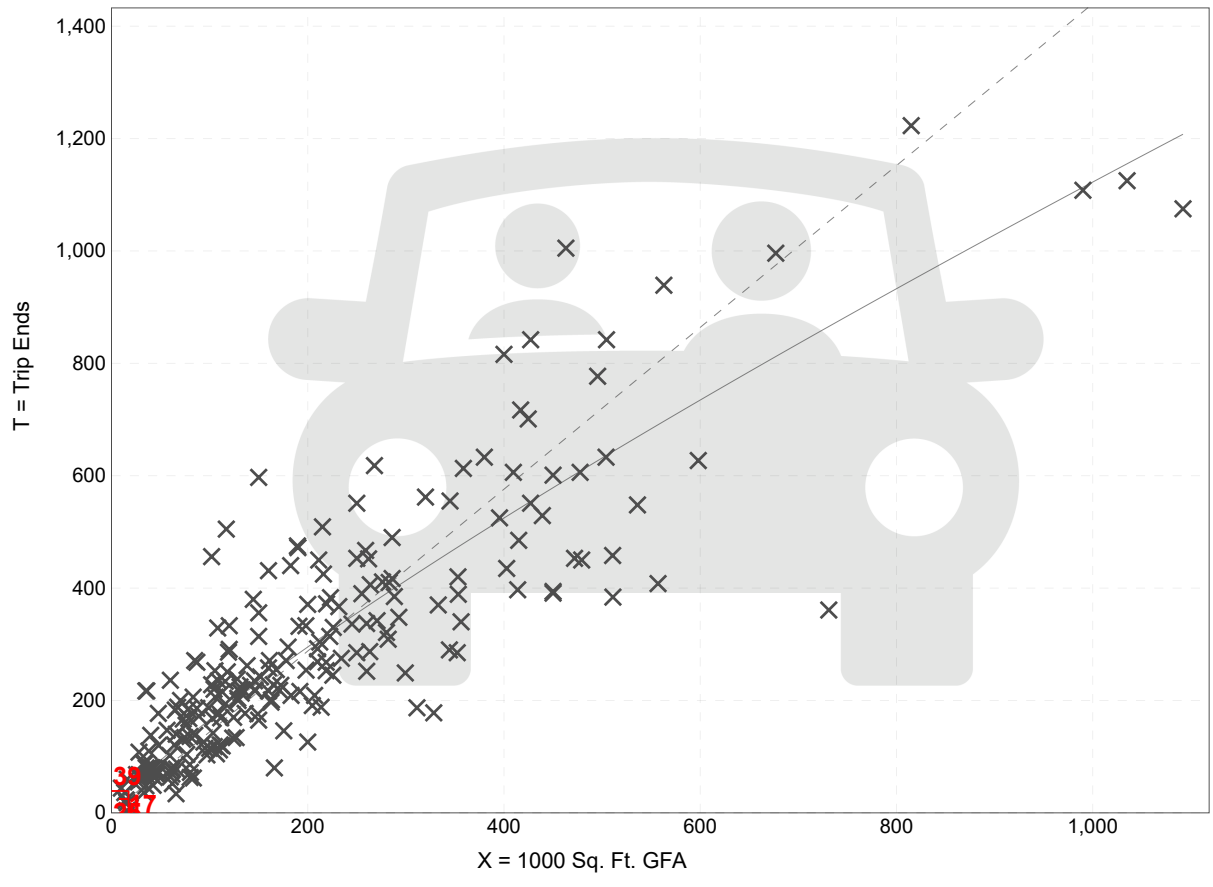
# General Office Building
(710)

**Vehicle Trip Ends vs:** **1000 Sq. Ft. GFA**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 1.44 | 0.26 - 6.20 | 0.60 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29** **$R^2$= 0.77**

# Strip Retail Plaza (<40k)
(822)

**Vehicle Trip Ends vs:** **1000 Sq. Ft. GLA**
**On a:** **Weekday**

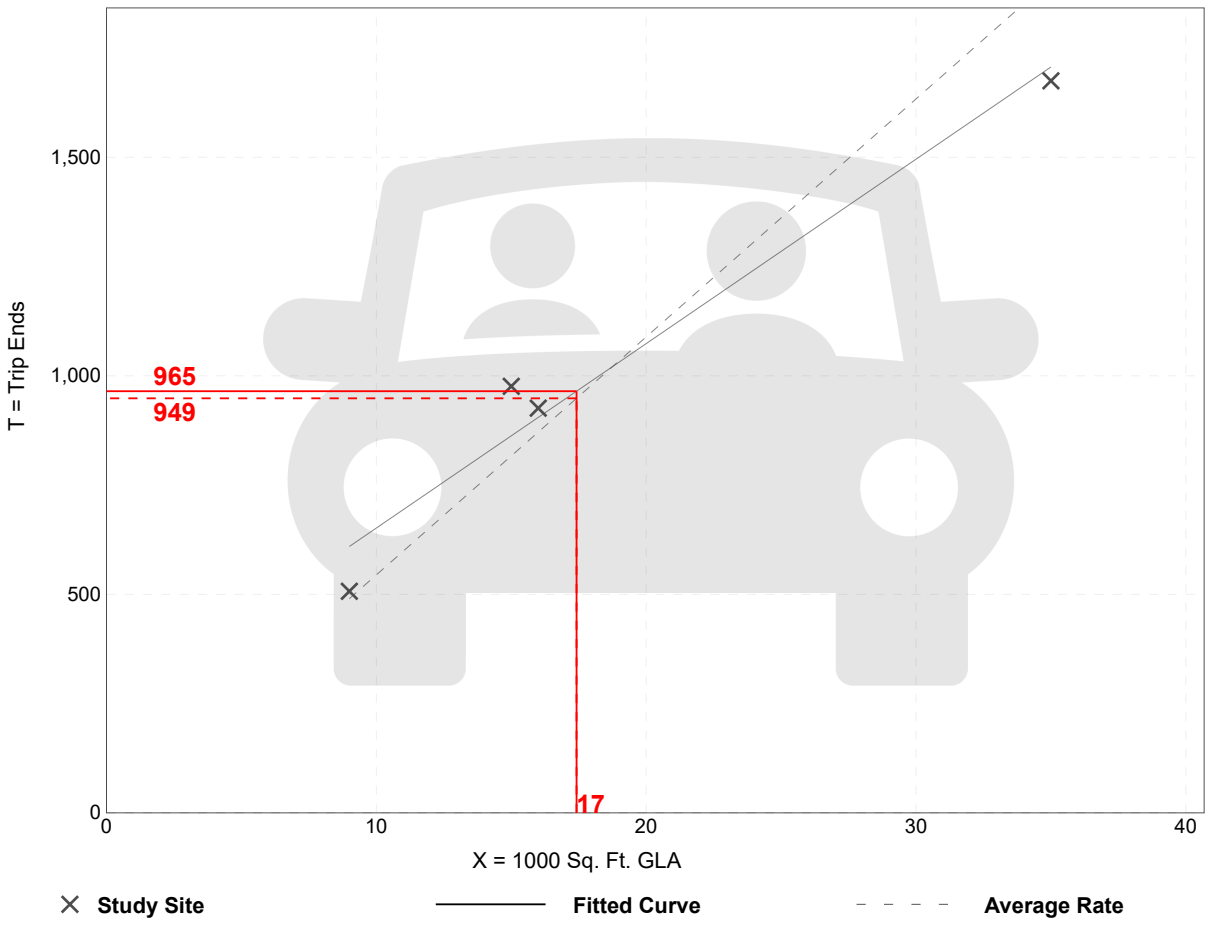
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 54.45 | 47.86 - 65.07 | 7.81 |

## Data Plot and Equation

***Caution – Small Sample Size***




**Fitted Curve Equation: T = 42.20(X) + 229.68**

**$R^2$= 0.96**

*Trip Gen Manual,* 11th Edition ● Institute of Transportation Engineers

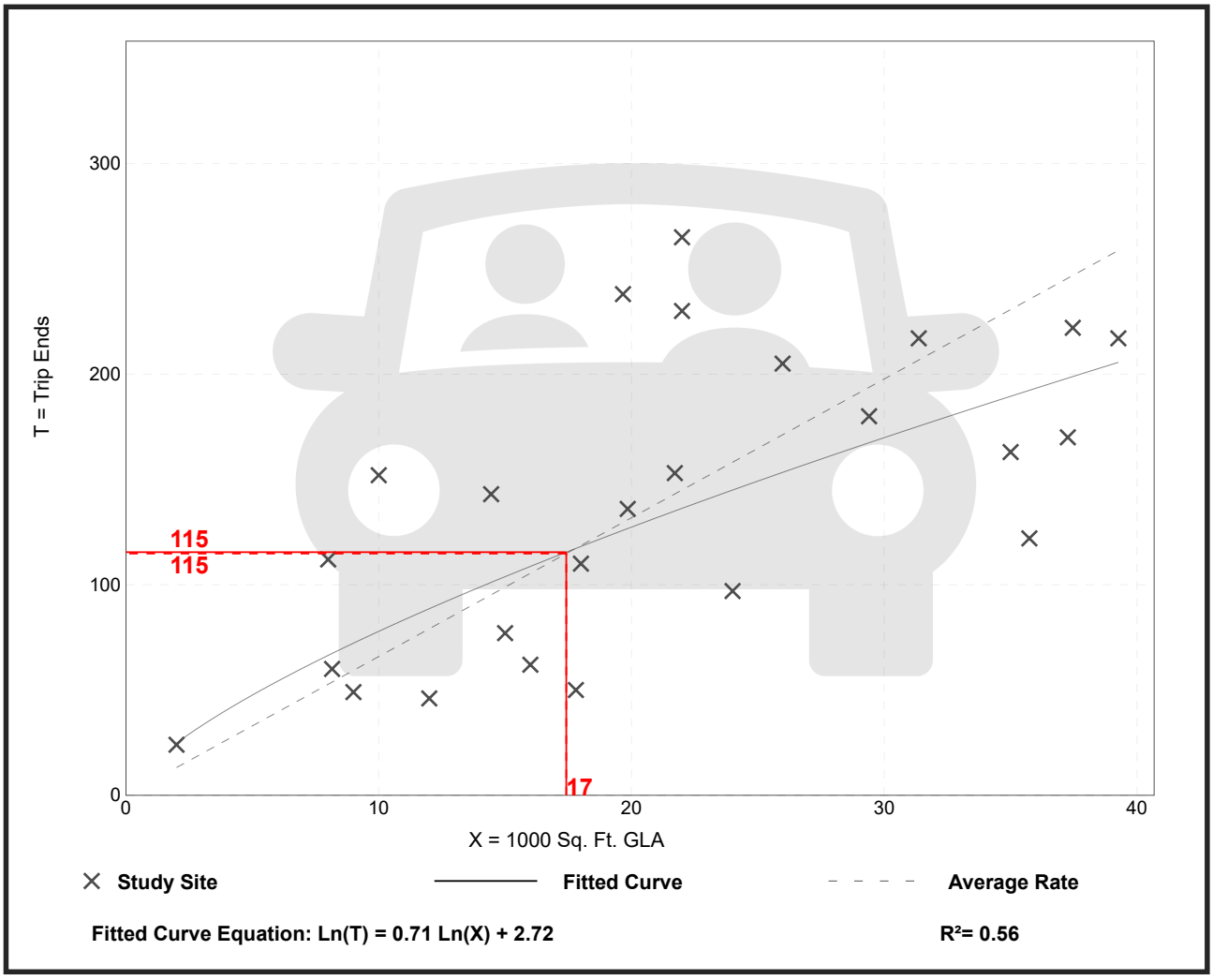
# Strip Retail Plaza (<40k)
(822)

**Vehicle Trip Ends vs:** **1000 Sq. Ft. GLA**
**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: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 6.59 | 2.81 - 15.20 | 2.94 |

## Data Plot and Equation




**Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72**

**$R^2$= 0.56**

**Appendix H**
Historical Counts and Growth Rate Calculation

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8555 - SW CAMEO BLVD,  N OF SW MONTANA TERRACE.

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 7700 C | N 4200 | S 3500 | 9.00 | 50.90 | 13.20 |
| 2020 | 7300 S | N 3800 | S 3500 | 9.00 | 51.30 | 5.30 |
| 2019 | 7700 F | N 4000 | S 3700 | 9.00 | 51.00 | 5.30 |
| 2018 | 7700 C | N 4000 | S 3700 | 9.00 | 51.30 | 5.30 |
| 2017 | 8300 S | N 4400 | S 3900 | 9.00 | 50.90 | 4.10 |
| 2016 | 8100 F | N 4300 | S 3800 | 9.00 | 50.90 | 4.10 |
| 2015 | 8100 C | N 4300 | S 3800 | 9.00 | 51.00 | 4.10 |

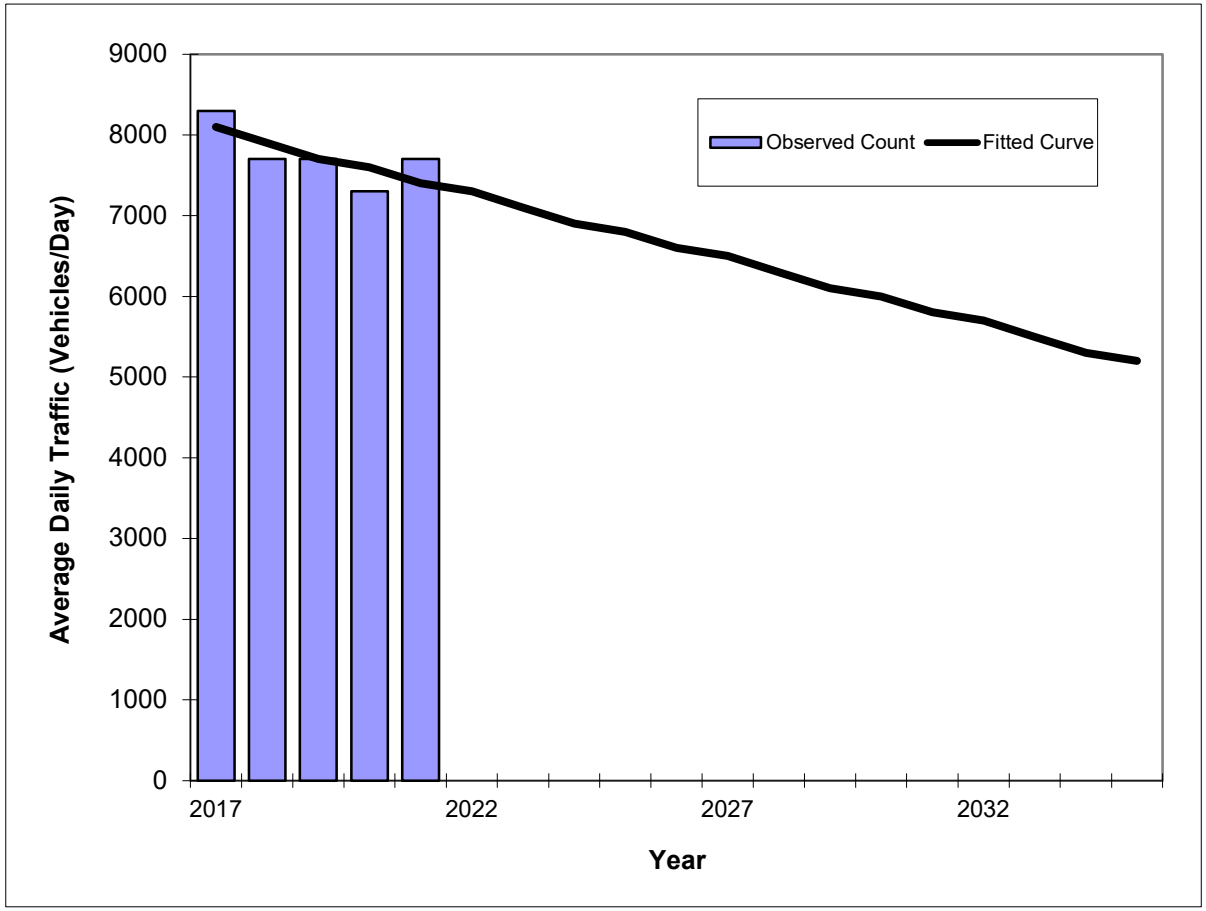
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE;  6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR:  STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SW CAMEO BLVD -- N OF SW MONTANA TERRACE

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 8555 |
| **Highway:** | SW CAMEO BLVD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 8300 | 8100 |
| 2018 | 7700 | 7900 |
| 2019 | 7700 | 7700 |
| 2020 | 7300 | 7600 |
| 2021 | 7700 | 7400 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 7100 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 6800 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 6000 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | -160 |
| **Trend R-squared:** | 50.00% |
| **Trend Annual Historic Growth Rate:** | -2.16% |
| **Trend Growth Rate (2021 to Design Year):** | -2.10% |
| **Printed:** | 23-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7062 - ON DARWIN BLVD - N OF BECKER RD (COUNTY 235)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 7400 T | N 3700 | S 3700 | 9.00 | 50.90 | 7.20 |
| 2020 | 7400 S | N 3700 | S 3700 | 9.00 | 51.30 | 31.50 |
| 2019 | 7800 F | N 3900 | S 3900 | 9.00 | 51.00 | 7.80 |
| 2018 | 7800 C | N 3900 | S 3900 | 9.00 | 51.30 | 5.80 |
| 2017 | 5000 V | N 2400 | S 2600 | 9.00 | 50.90 | 10.00 |
| 2016 | 5000 R | N 2400 | S 2600 | 9.00 | 50.90 | 6.20 |
| 2015 | 5000 T | N 2400 | S 2600 | 9.00 | 51.00 | 41.80 |
| 2014 | 5000 S | N 2400 | S 2600 | 9.00 | 50.80 | 49.50 |
| 2013 | 5000 F | N 2400 | S 2600 | 9.00 | 50.80 | 11.90 |
| 2012 | 5000 C | N 2400 | S 2600 | 9.00 | 56.80 | 7.10 |
| 2011 | 5000 S | N 2400 | S 2600 | 9.00 | 57.20 | 3.60 |
| 2010 | 5000 F | N 2400 | S 2600 | 10.32 | 55.40 | 3.60 |
| 2009 | 5000 C | N 2400 | S 2600 | 10.27 | 57.35 | 3.60 |
| 2008 | 5000 C | N 2600 | S 2400 | 10.45 | 58.06 | 15.70 |

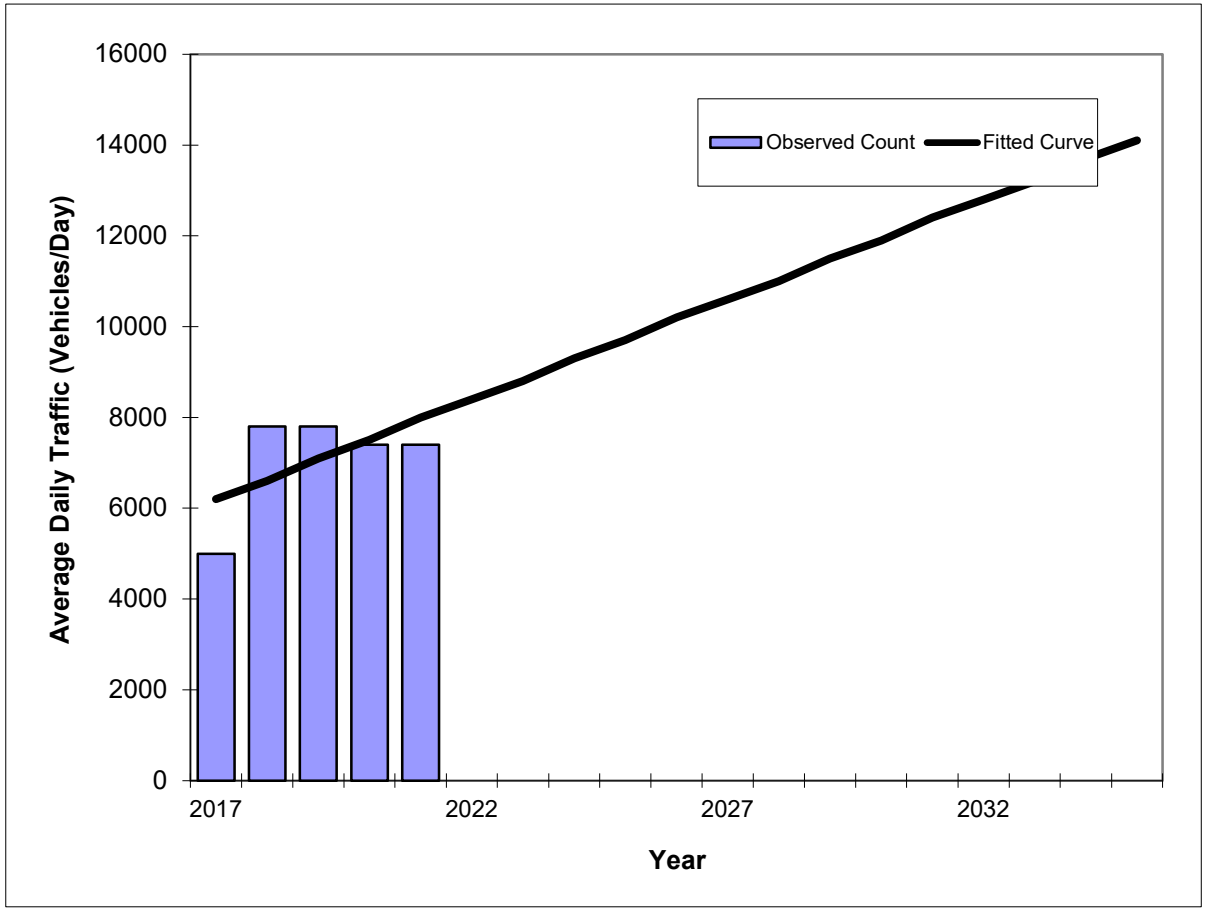
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## DARWIN BLVD -- N OF BECKER RD

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 7062 |
| **Highway:** | DARWIN BLVD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 5000 | 6200 |
| 2018 | 7800 | 6600 |
| 2019 | 7800 | 7100 |
| 2020 | 7400 | 7500 |
| 2021 | 7400 | 8000 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 8800 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 9700 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 11900 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 440 |
| **Trend R-squared:** | 34.77% |
| **Trend Annual Historic Growth Rate:** | 7.26% |
| **Trend Growth Rate (2021 to Design Year):** | 5.42% |
| **Printed:** | 27-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8534 - DEL RIO BLVD. FROM PORT ST LUCIE BLVD TO NW CALIFORNIA BLVD (COUNTY 311) (HPMS)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 10100 C | N 5000 | S 5100 | 9.00 | 50.90 | 9.60 |
| 2020 | 10400 S | N 5200 | S 5200 | 9.00 | 51.30 | 5.50 |
| 2019 | 10800 F | N 5400 | S 5400 | 9.00 | 51.00 | 5.50 |
| 2018 | 10800 C | N 5400 | S 5400 | 9.00 | 51.30 | 5.50 |
| 2017 | 9300 S | N 4600 | S 4700 | 9.00 | 50.90 | 4.60 |
| 2016 | 9100 F | N 4500 | S 4600 | 9.00 | 50.90 | 4.60 |
| 2015 | 9100 C | N 4500 | S 4600 | 9.00 | 52.70 | 4.60 |
| 2014 | 10700 F | N 5600 | S 5100 | 9.00 | 52.50 | 4.50 |
| 2013 | 10700 C | N 5600 | S 5100 | 9.00 | 55.90 | 4.50 |
| 2012 | 10800 C | N 5200 | S 5600 | 9.00 | 55.80 | 4.50 |
| 2011 | 10700 C | N 5100 | S 5600 | 9.00 | 56.20 | 3.80 |
| 2010 | 11700 C | N 5900 | S 5800 | 11.16 | 56.34 | 11.40 |
| 2009 | 11000 C | N 5200 | S 5800 | 11.51 | 56.49 | 4.70 |
| 2008 | 11400 C | N 5500 | S 5900 | 11.31 | 55.19 | 6.70 |

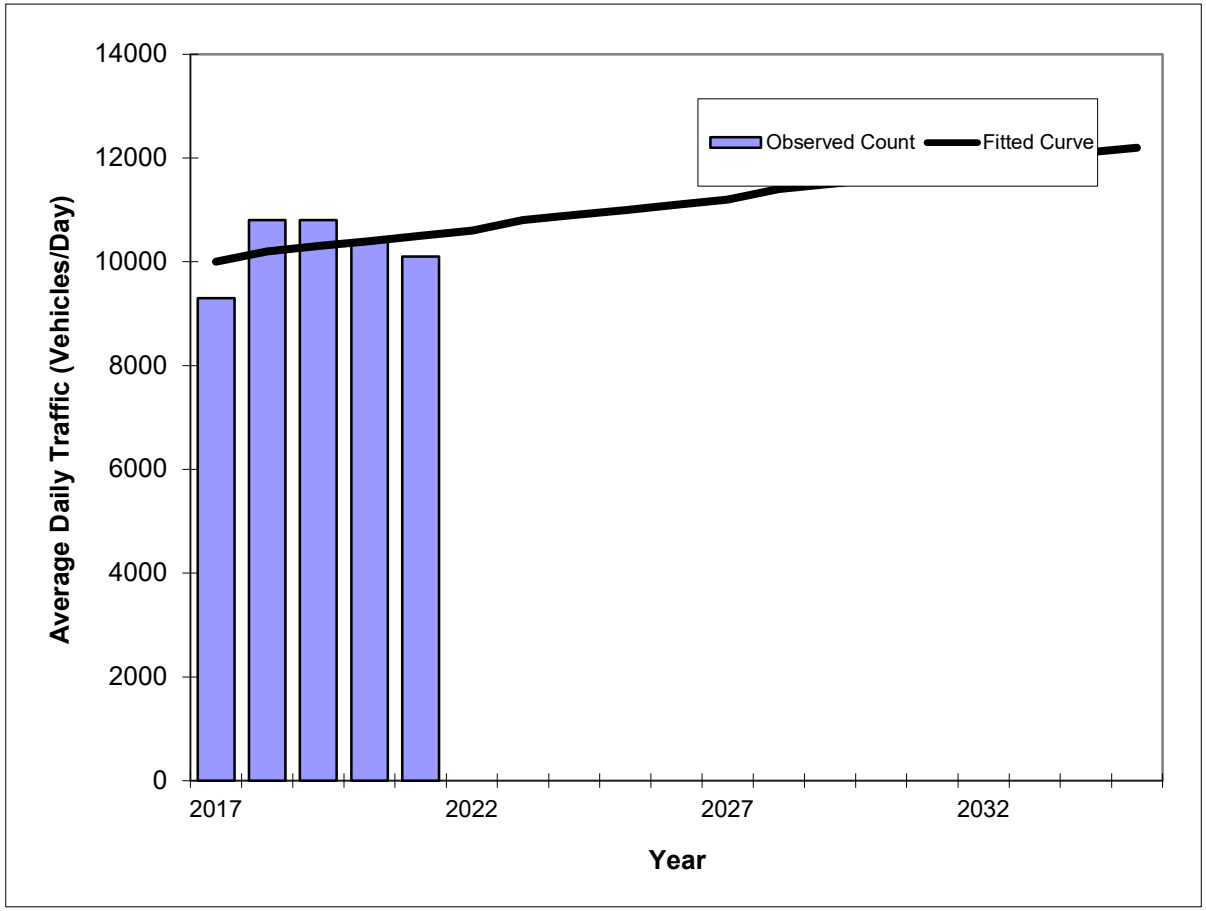
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## DEL RIO BLVD. -- from Port St Lucie Blvd to NW California Blvd

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 8534 |
| **Highway:** | DEL RIO BLVD. |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 9300 | 10000 |
| 2018 | 10800 | 10200 |
| 2019 | 10800 | 10300 |
| 2020 | 10400 | 10400 |
| 2021 | 10100 | 10500 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 10800 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 11000 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 12200 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 120 |
| **Trend R-squared:** | 9.30% |
| **Trend Annual Historic Growth Rate:** | 1.25% |
| **Trend Growth Rate (2021 to Design Year):** | 1.16% |
| **Printed:** | 23-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 5075 - GATLIN BLVD - E OF I-95 IN PORT ST LUCIE (COUNTY 5075)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 46000 C | E 21000 | W 25000 | 9.00 | 50.90 | 4.80 |
| 2020 | 48500 F | E 23000 | W 25500 | 9.00 | 51.30 | 4.80 |
| 2019 | 50500 C | E 24000 | W 26500 | 9.00 | 51.00 | 4.80 |
| 2018 | 38000 C | E 17500 | W 20500 | 9.00 | 51.30 | 4.60 |
| 2017 | 34000 C | E 16000 | W 18000 | 9.00 | 50.90 | 4.60 |
| 2016 | 36500 C | E 18000 | W 18500 | 9.00 | 50.90 | 4.60 |
| 2015 | 28500 C | E 13000 | W 15500 | 9.00 | 51.00 | 11.90 |
| 2014 | 32500 C | E 16500 | W 16000 | 9.00 | 50.80 | 11.90 |
| 2013 | 32500 C | E 16000 | W 16500 | 9.00 | 50.80 | 11.90 |
| 2012 | 30500 C | E 14500 | W 16000 | 9.00 | 56.80 | 4.90 |
| 2011 | 31500 C | E 15500 | W 16000 | 9.00 | 57.20 | 4.90 |
| 2010 | 32500 C | E 15500 | W 17000 | 10.32 | 55.40 | 4.90 |
| 2009 | 38500 F | E 19000 | W 19500 | 10.27 | 57.35 | 5.50 |
| 2008 | 38500 C | E 19000 | W 19500 | 10.45 | 58.06 | 5.50 |
| 2007 | 34000 C | E 16500 | W 17500 | 10.31 | 58.74 | 9.10 |
| 2006 | 27500 C | E 13500 | W 14000 | 10.73 | 65.89 | 10.60 |

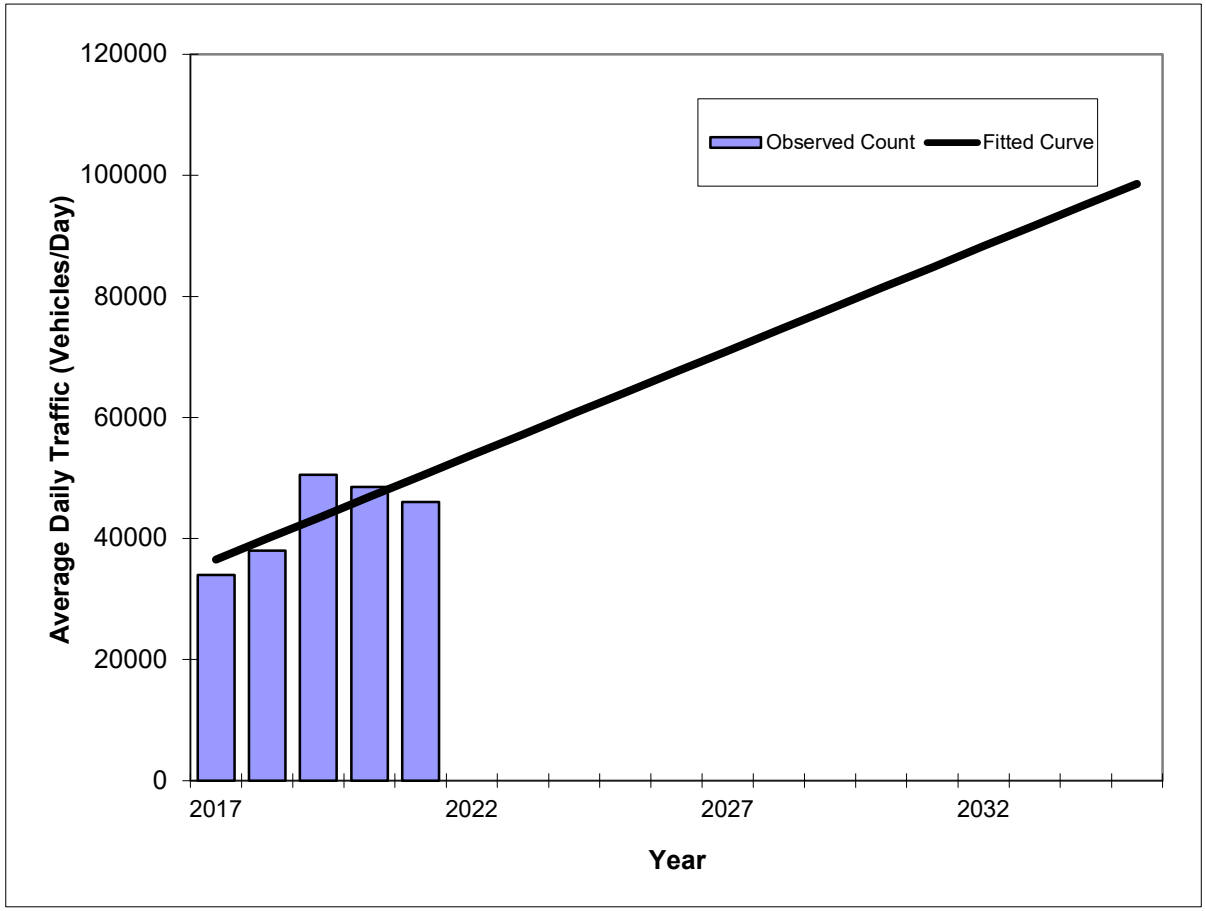
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## GAITLIN BLVD -- E OF I-95 IN PORT ST LUCIE

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 5075 |
| **Highway:** | GAITLIN BLVD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 34000 | 36500 |
| 2018 | 38000 | 40000 |
| 2019 | 50500 | 43400 |
| 2020 | 48500 | 46900 |
| 2021 | 46000 | 50300 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 57200 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 64100 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 81400 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 3,450 |
| **Trend R-squared:** | 59.30% |
| **Trend Annual Historic Growth Rate:** | 9.45% |
| **Trend Growth Rate (2021 to Design Year):** | 6.87% |
| **Printed:** | 27-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 5074 - SR 716/PT ST LUCIE BLVD - W OF TPK OVERPASS BR (COUNTY 5074)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 50000 C | E 29000 | W 21000 | 9.00 | 50.90 | 6.30 |
| 2020 | 44500 C | E 21500 | W 23000 | 9.00 | 51.30 | 6.80 |
| 2019 | 49500 C | E 23500 | W 26000 | 9.00 | 51.00 | 4.10 |
| 2018 | 51000 C | E 25000 | W 26000 | 9.00 | 51.30 | 4.10 |
| 2017 | 48500 C | E 24000 | W 24500 | 9.00 | 50.90 | 4.10 |
| 2016 | 43000 C | E 21500 | W 21500 | 9.00 | 50.90 | 4.10 |
| 2015 | 44000 C | E 22000 | W 22000 | 9.00 | 51.00 | 4.10 |
| 2014 | 43000 C | E 22000 | W 21000 | 9.00 | 50.80 | 4.20 |
| 2013 | 45000 C | E 21500 | W 23500 | 9.00 | 50.80 | 4.20 |
| 2012 | 45000 C | E 22500 | W 22500 | 9.00 | 56.80 | 4.20 |
| 2011 | 46500 F | E 23000 | W 23500 | 9.00 | 57.20 | 3.60 |
| 2010 | 46500 C | E 23000 | W 23500 | 10.32 | 55.40 | 3.60 |
| 2009 | 41500 C | E 20500 | W 21000 | 10.27 | 57.35 | 5.10 |
| 2008 | 46000 C | E 23500 | W 22500 | 10.45 | 58.06 | 5.10 |
| 2007 | 49500 C | E 25500 | W 24000 | 10.31 | 58.74 | 6.90 |
| 2006 | 50000 C | E 25000 | W 25000 | 10.73 | 65.89 | 10.60 |

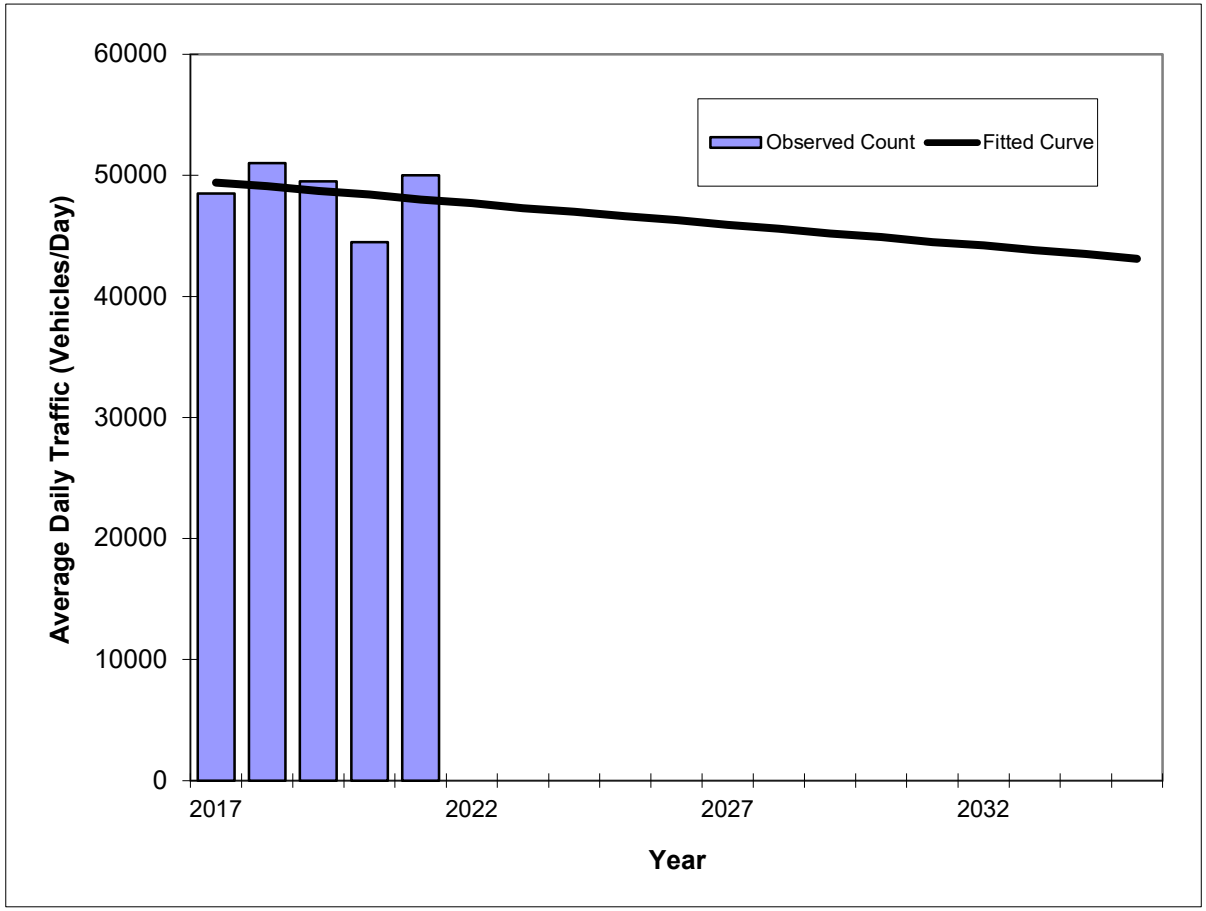
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SR 716/PT ST LUCIE BLVD -- W OF TPK OVERPASS BR

| | |
|---|---|
| FIN# | **1234** |
| Location | **1** |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 5074 |
| **Highway:** | SR 716/PT ST LUCIE BLVD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 48500 | 49400 |
| 2018 | 51000 | 49100 |
| 2019 | 49500 | 48700 |
| 2020 | 44500 | 48400 |
| 2021 | 50000 | 48000 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 47300 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 46600 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 44900 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | -350 |
| **Trend R-squared:** | 4.84% |
| **Trend Annual Historic Growth Rate:** | -0.71% |
| **Trend Growth Rate (2021 to Design Year):** | -0.72% |
| **Printed:** | 23-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8518 - SW PORT ST LUCIE BLV FROM BECKER RD TO HAMBERLAND AVE (HPMS)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 10000 C | N 5100 | S 4900 | 9.00 | 50.90 | 12.80 |
| 2020 | 8200 S | N 4200 | S 4000 | 9.00 | 51.30 | 5.40 |
| 2019 | 8600 F | N 4400 | S 4200 | 9.00 | 51.00 | 5.40 |
| 2018 | 8600 C | N 4400 | S 4200 | 9.00 | 51.30 | 5.40 |
| 2017 | 7800 S | N 4000 | S 3800 | 9.00 | 50.90 | 5.10 |
| 2016 | 7600 F | N 3900 | S 3700 | 9.00 | 50.90 | 5.10 |
| 2015 | 7600 C | N 3900 | S 3700 | 9.00 | 51.00 | 5.10 |
| 2014 | 7500 F | N 3500 | S 4000 | 9.00 | 50.80 | 1.80 |
| 2013 | 7500 C | N 3500 | S 4000 | 9.00 | 50.80 | 1.80 |
| 2012 | 7600 C | N 3900 | S 3700 | 9.00 | 56.80 | 1.80 |
| 2011 | 5100 T | 0 | 0 | 9.00 | 57.20 | 4.60 |
| 2010 | 5100 S | N 2800 | S 2300 | 10.32 | 55.40 | 6.70 |
| 2009 | 5100 F | N 2800 | S 2300 | 10.27 | 57.35 | 6.70 |
| 2008 | 5100 C | N 2800 | S 2300 | 10.45 | 58.06 | 6.70 |
| 2007 | 5600 C | N 2700 | S 2900 | 10.31 | 58.74 | 5.70 |

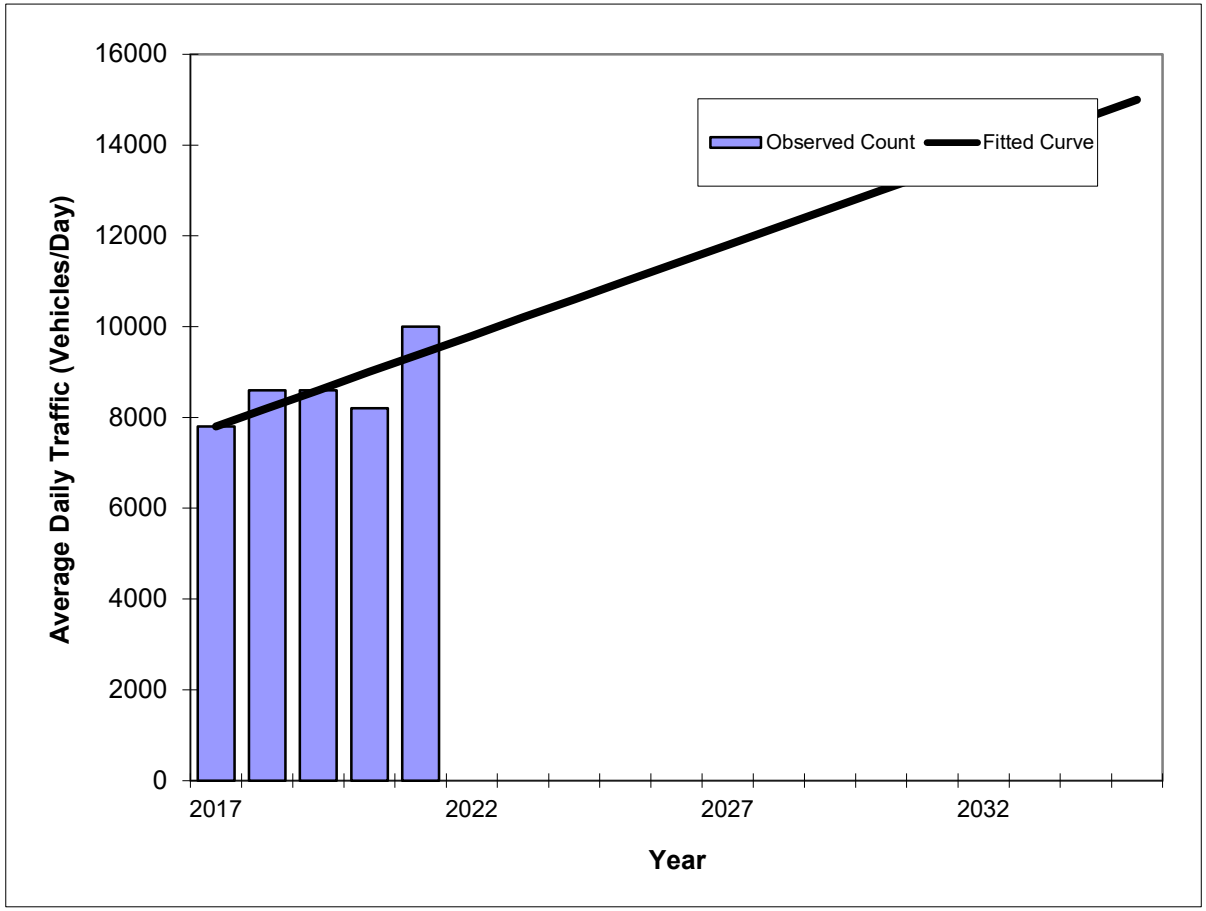
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SW PORT ST LUCIE -- FROM BECKER RD TO HAMBERLAND AVE

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 8518 |
| **Highway:** | SW PORT ST LUCIE |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 7800 | 7800 |
| 2018 | 8600 | 8200 |
| 2019 | 8600 | 8600 |
| 2020 | 8200 | 9000 |
| 2021 | 10000 | 9400 |
| 2023 Opening Year Trend | | |
| 2023 | N/A | 10200 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 11000 |
| 2030 Design Year Trend | | |
| 2030 | N/A | 13000 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 400 |
| **Trend R-squared:** | 58.14% |
| **Trend Annual Historic Growth Rate:** | 5.13% |
| **Trend Growth Rate (2021 to Design Year):** | 4.26% |
| **Printed:** | 27-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 8519 - SW PORT ST LUCIE BLV FROM SW ALCANTARRA BLVD TO TULIP BLVD (HPMS)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 17500 C | N 8800 | S 8700 | 9.00 | 50.90 | 9.70 |
| 2020 | 14600 S | N 7100 | S 7500 | 9.00 | 51.30 | 7.60 |
| 2019 | 15200 F | N 7400 | S 7800 | 9.00 | 51.00 | 7.60 |
| 2018 | 15300 C | N 7400 | S 7900 | 9.00 | 51.30 | 7.60 |
| 2017 | 16000 S | N 8200 | S 7800 | 9.00 | 50.90 | 4.70 |
| 2016 | 15800 F | N 8100 | S 7700 | 9.00 | 50.90 | 4.70 |
| 2015 | 15600 C | N 8000 | S 7600 | 9.00 | 51.00 | 4.70 |
| 2014 | 13100 F | N 6600 | S 6500 | 9.00 | 50.80 | 2.10 |
| 2013 | 13100 C | N 6600 | S 6500 | 9.00 | 50.80 | 2.10 |
| 2012 | 16900 C | N 8300 | S 8600 | 9.00 | 56.80 | 2.10 |
| 2011 | 14500 T | 0 | 0 | 9.00 | 57.20 | 4.60 |
| 2010 | 14500 S | N 7200 | S 7300 | 10.32 | 55.40 | 11.70 |
| 2009 | 14500 F | N 7200 | S 7300 | 10.27 | 57.35 | 11.70 |
| 2008 | 14700 C | N 7300 | S 7400 | 10.45 | 58.06 | 11.70 |
| 2007 | 15600 C | N 7600 | S 8000 | 10.31 | 58.74 | 4.20 |

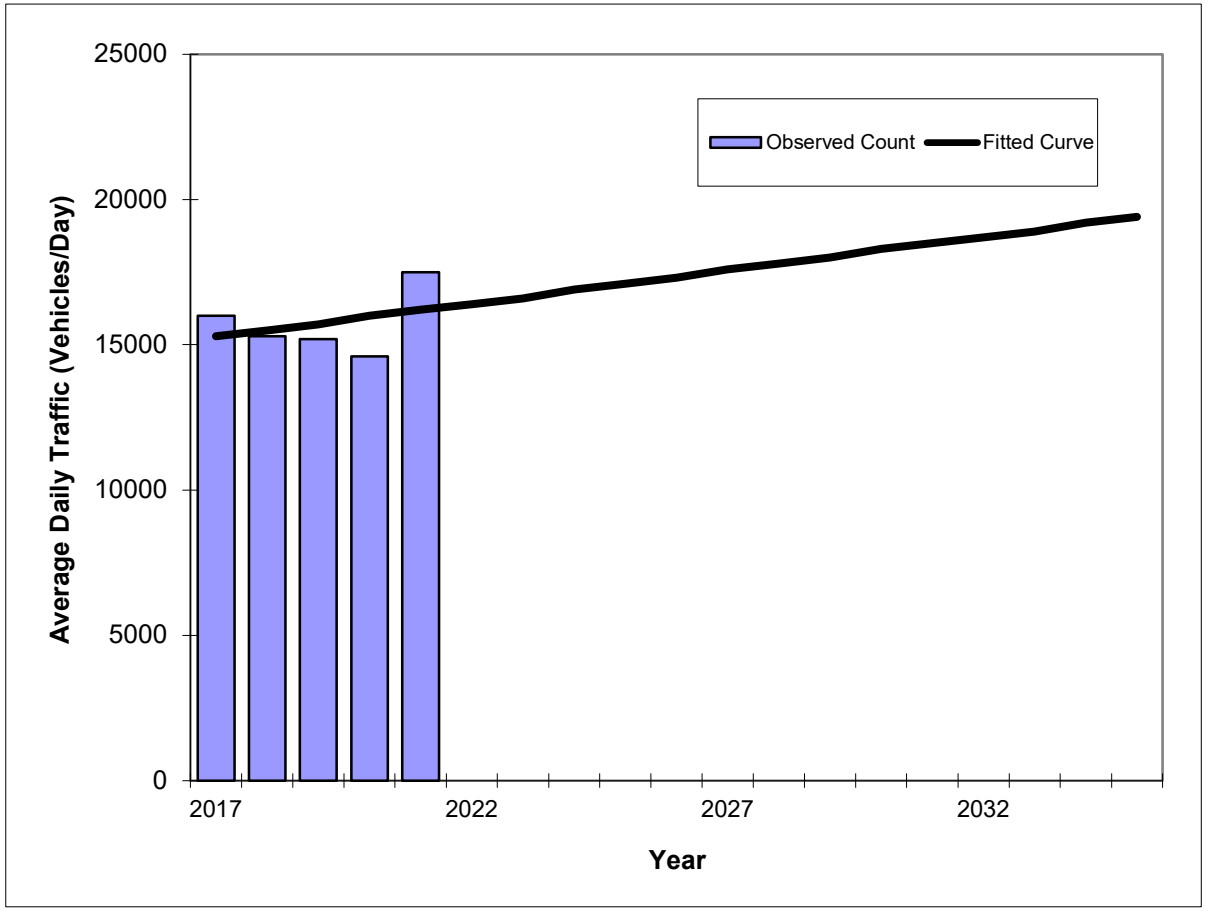
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SW Port St Lucie Blv -- From SW Alcantarra Blvd to Tulip Blvd

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 8519 |
| **Highway:** | SW Port St Lucie Blv |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 16000 | 15300 |
| 2018 | 15300 | 15500 |
| 2019 | 15200 | 15700 |
| 2020 | 14600 | 16000 |
| 2021 | 17500 | 16200 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 16600 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 17100 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 18300 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 230 |
| **Trend R-squared:** | 10.69% |
| **Trend Annual Historic Growth Rate:** | 1.47% |
| **Trend Growth Rate (2021 to Design Year):** | 1.44% |
| **Printed:** | 23-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7063 - SAVONA BLVD - N OF BECKER RD (COUNTY 236)

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 7800 T | N 3700 | S 4100 | 9.00 | 50.90 | 7.20 |
| 2020 | 8000 S | N 3800 | S 4200 | 9.00 | 51.30 | 31.50 |
| 2019 | 8400 F | N 4000 | S 4400 | 9.00 | 51.00 | 7.80 |
| 2018 | 8400 C | N 4000 | S 4400 | 9.00 | 51.30 | 5.80 |
| 2017 | 5300 V | N 2600 | S 2700 | 9.00 | 50.90 | 10.00 |
| 2016 | 5300 R | N 2600 | S 2700 | 9.00 | 50.90 | 6.20 |
| 2015 | 5300 T | N 2600 | S 2700 | 9.00 | 51.00 | 41.80 |
| 2014 | 5300 S | N 2600 | S 2700 | 9.00 | 50.80 | 49.50 |
| 2013 | 5300 F | N 2600 | S 2700 | 9.00 | 50.80 | 11.90 |
| 2012 | 5300 C | N 2600 | S 2700 | 9.00 | 56.80 | 7.10 |
| 2011 | 4700 T | 0 | 0 | 9.00 | 57.20 | 7.60 |
| 2010 | 4700 S | N 1800 | S 2900 | 10.32 | 55.40 | 2.80 |
| 2009 | 4700 F | N 1800 | S 2900 | 10.27 | 57.35 | 2.80 |
| 2008 | 4700 C | N 1800 | S 2900 | 10.45 | 58.06 | 2.80 |

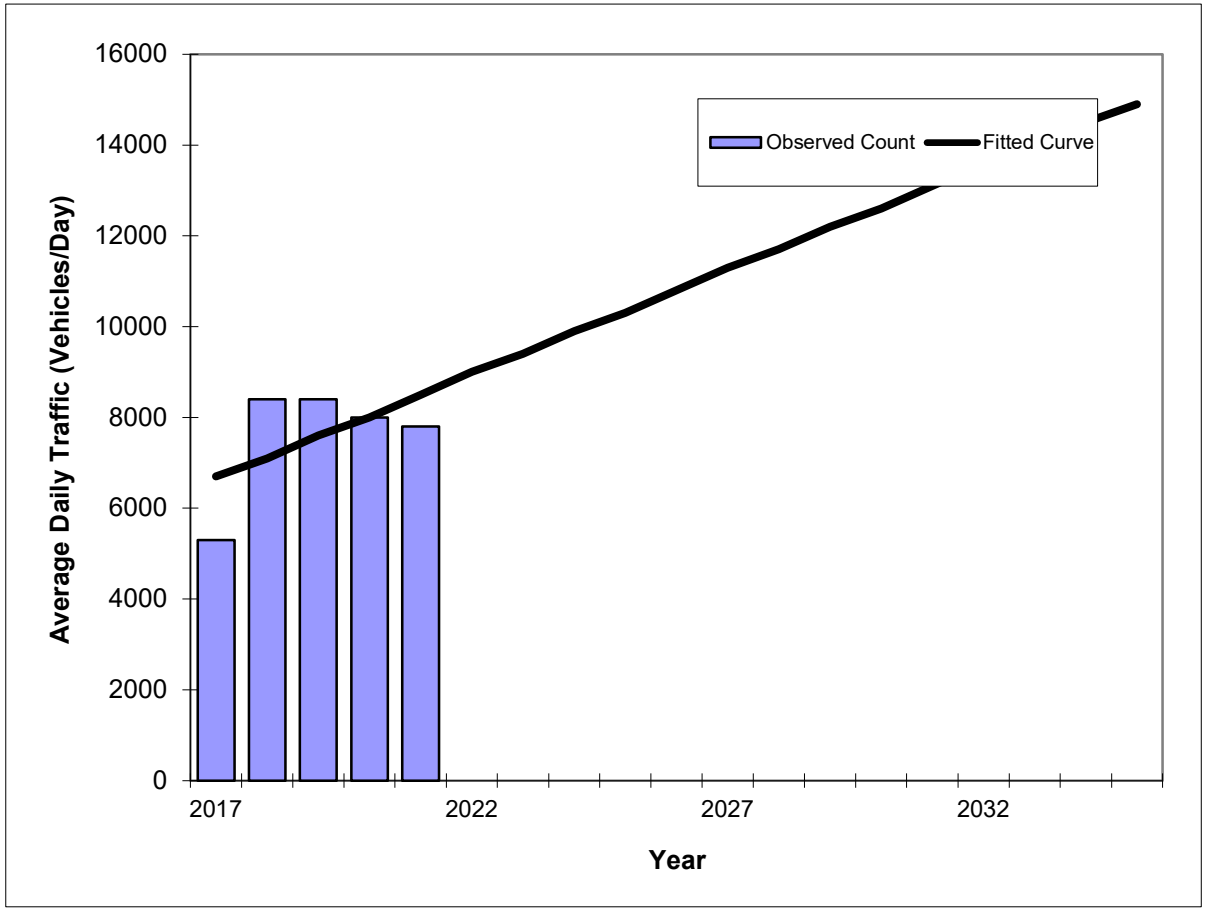
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SAVONA BLVD. -- N OF BECKER RD

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 7063 |
| **Highway:** | SAVONA BLVD. |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 5300 | 6700 |
| 2018 | 8400 | 7100 |
| 2019 | 8400 | 7600 |
| 2020 | 8000 | 8000 |
| 2021 | 7800 | 8500 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 9400 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 10300 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 12600 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 460 |
| **Trend R-squared:** | 31.26% |
| **Trend Annual Historic Growth Rate:** | 6.72% |
| **Trend Growth Rate (2021 to Design Year):** | 5.36% |
| **Printed:** | 27-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0080 - SW TULIP BLVD- SOUTH OF SW CHERRY HILL RD

| YEAR | AADT | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|---|---|---|---|---|---|---|
| 2021 | 6400 T | N 3300 | S 3100 | 9.00 | 50.90 | 7.20 |
| 2020 | 6400 S | N 3300 | S 3100 | 9.00 | 51.30 | 31.50 |
| 2019 | 6700 F | N 3500 | S 3200 | 9.00 | 51.00 | 7.80 |
| 2018 | 6700 C | N 3500 | S 3200 | 9.00 | 51.30 | 5.80 |
| 2017 | 3900 V | 0 | 0 | 9.00 | 50.90 | 10.00 |
| 2016 | 3800 R | 0 | 0 | 9.00 | 50.90 | 6.20 |
| 2015 | 3800 T | 0 | 0 | 9.00 | 51.00 | 41.80 |
| 2014 | 3800 S | | | 9.00 | 50.80 | 49.50 |
| 2013 | 3800 F | 0 | 0 | 9.00 | 50.80 | 11.90 |
| 2012 | 3800 C | E 0 | W 0 | 9.00 | 56.80 | 7.10 |

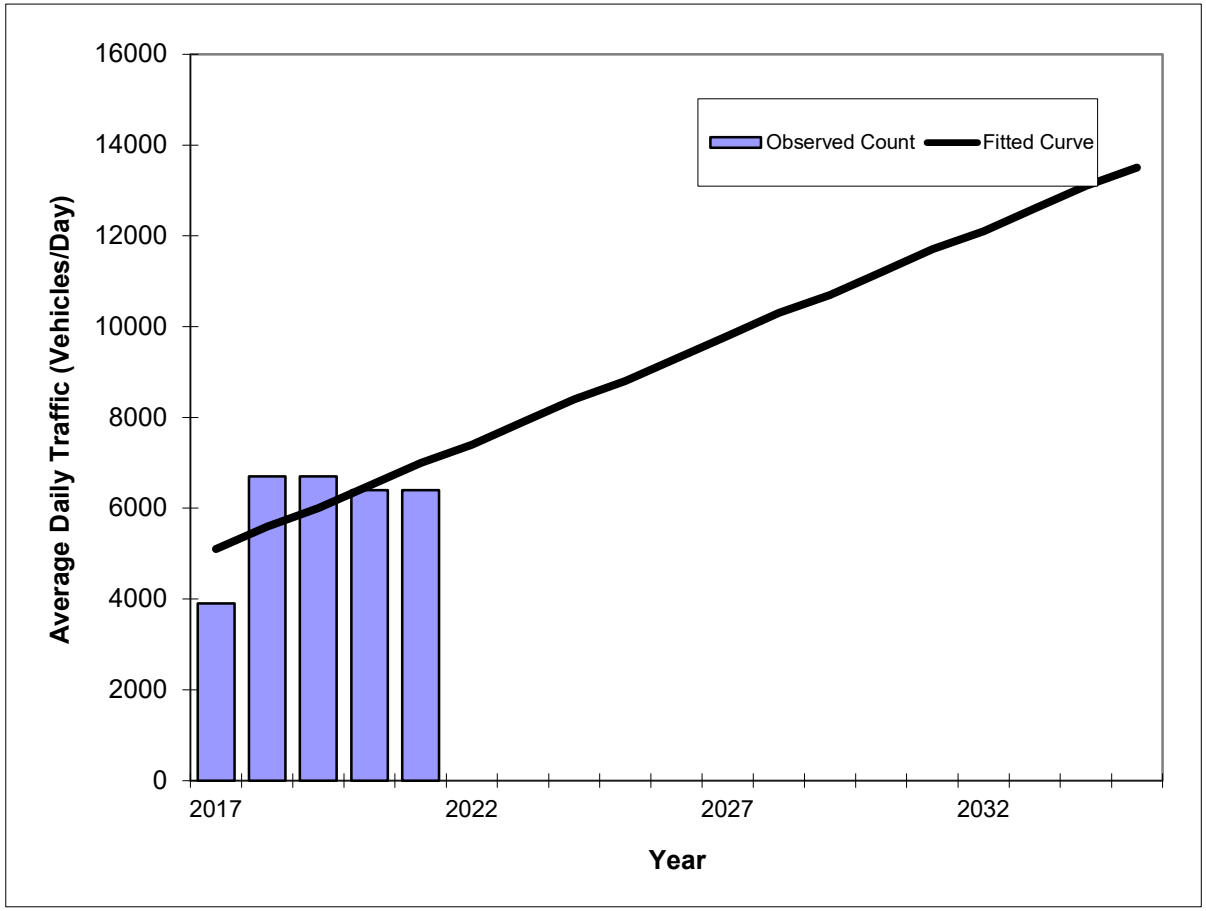
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V03.a

## SW TULIP BLVD -- SOUTH OF SW CHERRY HILL RD

| | |
|---|---|
| FIN# | 1234 |
| Location | 1 |

| | |
|---|---|
| **County:** | St. Lucie (94) |
| **Station #:** | 0080 |
| **Highway:** | SW TULIP BLVD |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2017 | 3900 | 5100 |
| 2018 | 6700 | 5600 |
| 2019 | 6700 | 6000 |
| 2020 | 6400 | 6500 |
| 2021 | 6400 | 7000 |
| **2023 Opening Year Trend** | | |
| 2023 | N/A | 7900 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 8800 |
| **2030 Design Year Trend** | | |
| 2030 | N/A | 11200 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| **** Annual Trend Increase:** | 470 |
| **Trend R-squared:** | 38.70% |
| **Trend Annual Historic Growth Rate:** | 9.31% |
| **Trend Growth Rate (2021 to Design Year):** | 6.67% |
| **Printed:** | 23-Mar-23 |

**Straight Line Growth Option**

***Axle-Adjusted**

**Appendix I**
Intersection Volume Worksheets

**Project No.** 22242

Current Year: 2022

**Intersection Volumes**

| Period | Tgen | Enter | Exit | Pass By Trips | Enter | Exit | SF | Years |
|---|---|---|---|---|---|---|---|---|
| AM Peak | | 26 | 25 | | 38 | 39 | 1.00 | 2 |

Legend: Existing + [Pass-by] + (Project) = Total

## Intersection= SW Port St Lucie Blvd & RI/RO Access Driveway — 1

| Approach | Mvmt | Raw | SF | Adjusted | GR | Adj Bg'd | Vested | % PB Ent | % PB Ext | Passby | %Proj Ent | %Proj Ext | Project | Total | Formula |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| EB | T | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | R | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| WB | T | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | R | 1 | 1.00 | 1 | 1.00 | 1 | 0 | | 45% | 21 | | 30% | 7 | 29 | 1 + [21] + (7) = 29 |
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| NB | T | 1363 | 1.00 | 1,363 | 1.00 | 1344 | 0 | | | 0 | 15% | | 4 | 1348 | 1344 + (4) = 1348 |
| | R | 6 | 1.00 | 6 | 1.00 | 6 | 0 | 45% | | 19 | 20% | | 5 | 30 | 6 + [19] + (5) = 30 |
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| SB | T | 1285 | 1.00 | 1,285 | 1.00 | 1285 | 0 | | | 0 | 45% | | 13 | 1298 | 1285 + (13) = 1298 |
| | R | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |

## Intersection= SW Aviation Ave & Full Access Driveway — 2

| Approach | Mvmt | Raw | SF | Adjusted | GR | Adj Bg'd | Vested | % PB Ent | % PB Ext | Passby | %Proj Ent | %Proj Ext | Project | Total | Formula |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 50% | | 17 | 75% | | 20 | 37 | [17] + (20) = 37 |
| EB | T | 47 | 1.00 | 47 | 1.00 | 47 | 0 | | | 0 | | | 0 | 47 | 47 |
| | R | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| WB | T | 108 | 1.00 | 108 | 1.00 | 106 | 0 | | | 0 | | | 0 | 106 | 106 |
| | R | 0 | 1.00 | 0 | 1.00 | 0 | 0 | 5% | | 2 | 5% | | 1 | 3 | [2] + (1) = 3 |
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| NB | T | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | R | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | L | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | 5% | 1 | | 5% | 1 | 2 | [1] + (1) = 2 |
| SB | T | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | | | 0 | 0 | |
| | R | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | 50% | 17 | | 65% | 17 | 34 | [17] + (17) = 34 |

## Intersection= SW Port St Lucie Blvd & SW Aviation Ave — 3

| Approach | Mvmt | Raw | SF | Adjusted | GR | Adj Bg'd | Vested | % PB Ent | % PB Ext | Passby | %Proj Ent | %Proj Ext | Project | Total | Formula |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | 52 | 1.00 | 52 | 1.00 | 52 | 0 | | | 0 | | | 0 | 52 | 52 |
| EB | T | 0 | 1.00 | 0 | 1.00 | 0 | 0 | | | 0 | 5% | | 1 | 1 | (1) |
| | R | 28 | 1.00 | 28 | 1.00 | 28 | 0 | | | 0 | | | 0 | 28 | 28 |
| | L | 3 | 1.00 | 3 | 1.00 | 3 | 0 | | | 0 | | 45% | 11 | 14 | 3 + (11) = 14 |
| WB | T | 2 | 1.00 | 2 | 1.00 | 2 | 0 | | | 0 | | 5% | 1 | 3 | 2 + (1) = 3 |
| | R | 103 | 1.00 | 103 | 1.00 | 103 | 0 | | | 0 | | 15% | 5 | 108 | 103 + (5) = 108 |
| | U | 1 | 1.00 | 1 | 1.00 | 1 | 0 | | | 0 | | | 0 | 1 | 1 |
| | L | 20 | 1.00 | 20 | 1.00 | 20 | 0 | | | 0 | | | 0 | 20 | 20 |
| NB | T | 1208 | 1.00 | 1,208 | 1.00 | 1208 | 0 | | | 0 | 20% | | 5 | 1213 | 1208 + (5) = 1213 |
| | R | 12 | 1.00 | 12 | 1.00 | 12 | 0 | | | 0 | 25% | | 6 | 18 | 12 + (6) = 18 |
| | U | 6 | 1.00 | 6 | 1.00 | 6 | 0 | | | 0 | | | 0 | 6 | 6 |
| | L | 35 | 1.00 | 35 | 1.00 | 35 | 0 | 45% | | 17 | 45% | | 13 | 65 | 35 + [17] + (13) = 65 |
| SB | T | 1167 | 1.00 | 1,167 | 1.00 | 1149 | 0 | | | 0 | | | 0 | 1149 | 1149 |
| | R | 77 | 1.00 | 77 | 1.00 | 77 | 0 | | | 0 | | | 0 | 77 | 77 |

**Project No.** 22242

Current Year: 2022

**Intersection Volumes**

| Period | Tgen | Enter | Exit | Pass By Trips | Enter | Exit | SF | Years |
|---|---|---|---|---|---|---|---|---|
| PM Peak | | 33 | 32 | | 41 | 41 | 1.00 | 2 |

Legend: Existing + [Pass-by] + (Project) = Total

## Intersection= SW Port St Lucie Blvd & RI/RO Access Driveway — 1

| Approach | Mvmt | Raw | SF | Adjusted | GR | Adj Bg'd | Vested | % PB Ent | % PB Ext | Passby | %Proj Ent | %Proj Ext | Project | Total | Formula |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| EB | T | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | R | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| WB | T | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | R | 9 | 1.00 | 9 | 1.00 | **9** | 0 | | 45% | **13** | | 30% | **10** | **32** | 9 + [13] + (10) = 32 |
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| NB | T | 1394 | 1.00 | 1,394 | 1.00 | **1374** | 0 | | | **0** | 15% | | **5** | **1379** | 1374 + (5) = 1379 |
| | R | 3 | 1.00 | 3 | 1.00 | **3** | 0 | 45% | | **20** | 20% | | **7** | **30** | 3 + [20] + (7) = 30 |
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| SB | T | 1911 | 1.00 | 1,911 | 1.00 | **1911** | 0 | | | **0** | 45% | | **14** | **1925** | 1911 + (14) = 1925 |
| | R | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |

## Intersection= SW Aviation Ave & Full Access Driveway — 2

| Approach | Mvmt | Raw | SF | Adjusted | GR | Adj Bg'd | Vested | % PB Ent | % PB Ext | Passby | %Proj Ent | %Proj Ext | Project | Total | Formula |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | 50% | | **20** | 75% | | **24** | **44** | [20] + (24) = 44 |
| EB | T | 179 | 1.00 | 179 | 1.00 | **159** | 0 | | | **0** | | | **0** | **159** | 159 |
| | R | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| WB | T | 105 | 1.00 | 105 | 1.00 | **104** | 0 | | | **0** | | | **0** | **104** | 104 |
| | R | 0 | 1.00 | 0 | 1.00 | **0** | 0 | 5% | | **1** | 5% | | **2** | **3** | [1] + (2) = 3 |
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| NB | T | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | R | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | L | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | 5% | **2** | | 5% | **1** | **3** | [2] + (1) = 3 |
| SB | T | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | | **0** | | | **0** | **0** | |
| | R | 0 | 1.00 | 0 | 1.00 | **0** | 0 | | 50% | **26** | | 65% | **21** | **47** | [26] + (21) = 47 |

## Intersection= SW Port St Lucie Blvd & SW Aviation Ave — 3

| Approach | Mvmt | Raw | SF | Adjusted | GR | Adj Bg'd | Vested | % PB Ent | % PB Ext | Passby | %Proj Ent | %Proj Ext | Project | Total | Formula |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | 74 | 1.00 | 74 | 1.00 | **74** | 0 | | | **0** | | | **0** | **74** | 74 |
| EB | T | 5 | 1.00 | 5 | 1.00 | **5** | 0 | | | **0** | 5% | | **2** | **7** | 5 + (2) = 7 |
| | R | 30 | 1.00 | 30 | 1.00 | **30** | 0 | | | **0** | | | **0** | **30** | 30 |
| | L | 1 | 1.00 | 1 | 1.00 | **1** | 0 | | | **0** | | 45% | **14** | **15** | 1 + (14) = 15 |
| WB | T | 2 | 1.00 | 2 | 1.00 | **2** | 0 | | | **0** | | 5% | **2** | **4** | 2 + (2) = 4 |
| | R | 102 | 1.00 | 102 | 1.00 | **102** | 0 | | | **0** | | 15% | **5** | **107** | 102 + (5) = 107 |
| | U | 1 | 1.00 | 1 | 1.00 | **1** | 0 | | | **0** | | | **0** | **1** | 1 |
| | L | 16 | 1.00 | 16 | 1.00 | **16** | 0 | | | **0** | | | **0** | **16** | 16 |
| NB | T | 1218 | 1.00 | 1,218 | 1.00 | **1218** | 0 | | | **0** | 20% | | **7** | **1225** | 1218 + (7) = 1225 |
| | R | 32 | 1.00 | 32 | 1.00 | **32** | 0 | | | **0** | 25% | | **8** | **40** | 32 + (8) = 40 |
| | U | 9 | 1.00 | 9 | 1.00 | **9** | 0 | | | **0** | | | **0** | **9** | |
| | L | 142 | 1.00 | 142 | 1.00 | **142** | 0 | 45% | | **20** | 45% | | **14** | **176** | 142 + [20] + (14) = 176 |
| SB | T | 1603 | 1.00 | 1,603 | 1.00 | **1583** | 0 | | | **0** | | | **0** | **1583** | 1583 |
| | R | 157 | 1.00 | 157 | 1.00 | **157** | 0 | | | **0** | | | **0** | **157** | 157 |

**Appendix J**
HCM Projected Conditions

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 52 | 0 | 28 | 3 | 2 | 103 | 1 | 20 | 1208 | 12 | 6 | 35 | 1149 | 77 |
| Future Vol, veh/h | 52 | 0 | 28 | 3 | 2 | 103 | 1 | 20 | 1208 | 12 | 6 | 35 | 1149 | 77 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | - | None |
| Storage Length | - | - | 105 | - | - | 115 | - | 350 | - | - | - | 310 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 3 | 2 | 3 | 3 | 8 | 2 | 2 | 11 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 0 | 29 | 3 | 2 | 106 | 1 | 21 | 1245 | 12 | 6 | 36 | 1185 | 79 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1852 | 2610 | 632 | 1853 | 2643 | 629 | 923 | 1264 | 0 | 0 | 918 | 1257 | 0 | 0 |
| Stage 1 | 1309 | 1309 | - | 1295 | 1295 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 543 | 1301 | - | 558 | 1348 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.56 | 7.14 | 6.46 | 6.56 | 7.26 | 5.64 | 5.34 | - | - | 5.64 | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.56 | - | 7.36 | 5.56 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.56 | - | 6.76 | 5.56 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.03 | 3.92 | 3.83 | 4.03 | 3.98 | 2.32 | 3.12 | - | - | 2.32 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 78 | 24 | 363 | 77 | 23 | 353 | 485 | 291 | - | - | 488 | 294 | - | - |
| Stage 1 | 121 | 225 | - | 123 | 229 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 449 | 227 | - | 437 | 216 | - | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 45 | 19 | 363 | 60 | 18 | 353 | 296 | 296 | - | - | 301 | 301 | - | - |
| Mov Cap-2 Maneuver | 87 | 91 | - | 96 | 92 | - | - | - | - | - | - | - | - | - |
| Stage 1 | 112 | 194 | - | 114 | 212 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 288 | 210 | - | 346 | 186 | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 69 | 20.7 | 0.3 | 0.6 |
| HCM LOS | F | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 296 | - | - | 87 | 363 | 94 | 353 | 301 | - | - |
| HCM Lane V/C Ratio | 0.073 | - | - | 0.616 | 0.08 | 0.055 | 0.301 | 0.14 | - | - |
| HCM Control Delay (s) | 18.1 | - | - | 97.6 | 15.8 | 45.5 | 19.5 | 18.9 | - | - |
| HCM Lane LOS | C | - | - | F | C | E | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 2.9 | 0.3 | 0.2 | 1.2 | 0.5 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 40.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 74 | 5 | 30 | 1 | 2 | 102 | 1 | 16 | 1218 | 32 | 9 | 142 | 1583 | 157 |
| Future Vol, veh/h | 74 | 5 | 30 | 1 | 2 | 102 | 1 | 16 | 1218 | 32 | 9 | 142 | 1583 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | - | None |
| Storage Length | - | - | 105 | - | - | 115 | - | 350 | - | - | - | 310 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 79 | 5 | 32 | 1 | 2 | 109 | 1 | 17 | 1296 | 34 | 10 | 151 | 1684 | 167 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2645 | 3456 | 926 | 2347 | 3522 | 665 | 1351 | 1851 | 0 | 0 | 971 | 1330 | 0 | 0 |
| Stage 1 | 2090 | 2090 | - | 1349 | 1349 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 555 | 1366 | - | 998 | 2173 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.16 | 6.44 | 6.54 | 7.14 | 5.64 | 5.34 | - | - | 5.64 | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.93 | 3.82 | 4.02 | 3.92 | 2.32 | 3.12 | - | - | 2.32 | 3.12 | - | - |
| Pot Cap-1 Maneuver | ~ 25 | 7 | 231 | 38 | 6 | 345 | 280 | 149 | - | - | 456 | 270 | - | - |
| Stage 1 | ~ 33 | 93 | - | 113 | 217 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 441 | 213 | - | 236 | 84 | - | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 8 | ~ 3 | 231 | 12 | ~ 2 | 345 | 152 | 152 | - | - | 273 | 273 | - | - |
| Mov Cap-2 Maneuver | ~ 23 | 16 | - | 37 | 14 | - | - | - | - | - | - | - | - | - |
| Stage 1 | ~ 29 | 38 | - | 100 | 191 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 264 | 188 | - | 72 | 34 | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, $ | 1187.9 | 26.6 | 0.4 | 2.8 |
| HCM LOS | F | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 152 | - | - | 22 | 231 | 18 | 345 | 273 | - | - |
| HCM Lane V/C Ratio | 0.119 | - | - | 3.82 | 0.138 | 0.177 | 0.315 | 0.588 | - | - |
| HCM Control Delay (s) | 31.8 | - | - | $ 1630.2 | 23.1 | 244 | 20.2 | 35.5 | - | - |
| HCM Lane LOS | D | - | - | F | C | F | C | E | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 10.7 | 0.5 | 0.5 | 1.3 | 3.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 29 | 1348 | 30 | 0 | 1298 |
| Future Vol, veh/h | 0 | 29 | 1348 | 30 | 0 | 1298 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 32 | 1465 | 33 | 0 | 1411 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 749 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 304 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 304 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.2 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 304 | - |
| HCM Lane V/C Ratio | - | - | 0.104 | - |
| HCM Control Delay (s) | - | - | 18.2 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 32 | 1379 | 30 | 0 | 1925 |
| Future Vol, veh/h | 0 | 32 | 1379 | 30 | 0 | 1925 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 35 | 1499 | 33 | 0 | 2092 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 766 | 0 | 0 | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 296 | - | - | 0 | - |
| Stage 1 | 0 | - | - | - | 0 | - |
| Stage 2 | 0 | - | - | - | 0 | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | - | 296 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.8 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBT |
|---|---|---|---|---|
| Capacity (veh/h) | - | - | 296 | - |
| HCM Lane V/C Ratio | - | - | 0.118 | - |
| HCM Control Delay (s) | - | - | 18.8 | - |
| HCM Lane LOS | - | - | C | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 37 | 47 | 106 | 3 | 2 | 34 |
| Future Vol, veh/h | 37 | 47 | 106 | 3 | 2 | 34 |
| 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 | 40 | 51 | 115 | 3 | 2 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 118 | 0 | - | 0 | 248 | 117 |
| Stage 1 | - | - | - | - | 117 | - |
| Stage 2 | - | - | - | - | 131 | - |
| 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 | 1470 | - | - | - | 740 | 935 |
| Stage 1 | - | - | - | - | 908 | - |
| Stage 2 | - | - | - | - | 895 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1470 | - | - | - | 719 | 935 |
| Mov Cap-2 Maneuver | - | - | - | - | 719 | - |
| Stage 1 | - | - | - | - | 883 | - |
| Stage 2 | - | - | - | - | 895 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.3 | 0 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1470 | - | - | - | 920 |
| HCM Lane V/C Ratio | 0.027 | - | - | - | 0.043 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.1 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 44 | 159 | 104 | 3 | 3 | 47 |
| Future Vol, veh/h | 44 | 159 | 104 | 3 | 3 | 47 |
| 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 | 48 | 173 | 113 | 3 | 3 | 51 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 116 | 0 | - | 0 | 384 | 115 |
| Stage 1 | - | - | - | - | 115 | - |
| Stage 2 | - | - | - | - | 269 | - |
| 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 | 1473 | - | - | - | 619 | 937 |
| Stage 1 | - | - | - | - | 910 | - |
| Stage 2 | - | - | - | - | 776 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1473 | - | - | - | 597 | 937 |
| Mov Cap-2 Maneuver | - | - | - | - | 597 | - |
| Stage 1 | - | - | - | - | 877 | - |
| Stage 2 | - | - | - | - | 776 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.6 | 0 | 9.2 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1473 | - | - | - | 906 |
| HCM Lane V/C Ratio | 0.032 | - | - | - | 0.06 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.2 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 52 | 1 | 28 | 14 | 3 | 108 | 1 | 20 | 1213 | 18 | 6 | 65 | 1149 | 77 |
| Future Vol, veh/h | 52 | 1 | 28 | 14 | 3 | 108 | 1 | 20 | 1213 | 18 | 6 | 65 | 1149 | 77 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | - | None |
| Storage Length | - | - | 105 | - | - | 115 | - | 350 | - | - | - | 310 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 3 | 2 | 3 | 3 | 8 | 2 | 2 | 11 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 1 | 29 | 14 | 3 | 111 | 1 | 21 | 1251 | 19 | 6 | 67 | 1185 | 79 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1917 | 2685 | 632 | 1926 | 2715 | 635 | 923 | 1264 | 0 | 0 | 926 | 1270 | 0 | 0 |
| Stage 1 | 1371 | 1371 | - | 1305 | 1305 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 546 | 1314 | - | 621 | 1410 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.56 | 7.14 | 6.46 | 6.56 | 7.26 | 5.64 | 5.34 | - | - | 5.64 | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.56 | - | 7.36 | 5.56 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.56 | - | 6.76 | 5.56 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.03 | 3.92 | 3.83 | 4.03 | 3.98 | 2.32 | 3.12 | - | - | 2.32 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 71 | 21 | 363 | 70 | 20 | 350 | 485 | 291 | - | - | 483 | 289 | - | - |
| Stage 1 | 109 | 210 | - | 121 | 226 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 447 | 224 | - | 400 | 201 | - | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 36 | 15 | 363 | 49 | 14 | 350 | 296 | 296 | - | - | 292 | 292 | - | - |
| Mov Cap-2 Maneuver | 76 | 73 | - | 89 | 79 | - | - | - | - | - | - | - | - | - |
| Stage 1 | 101 | 158 | - | 112 | 209 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 278 | 207 | - | 274 | 151 | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 89.3 | 25 | 0.3 | 1.2 |
| HCM LOS | F | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 296 | - | - | 76 | 363 | 87 | 350 | 292 | - | - |
| HCM Lane V/C Ratio | 0.073 | - | - | 0.719 | 0.08 | 0.201 | 0.318 | 0.251 | - | - |
| HCM Control Delay (s) | 18.1 | - | - | 128.1 | 15.8 | 56.5 | 20 | 21.4 | - | - |
| HCM Lane LOS | C | - | - | F | C | F | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 3.4 | 0.3 | 0.7 | 1.3 | 1 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 15.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Vol, veh/h | 74 | 7 | 30 | 15 | 4 | 107 | 1 | 16 | 1225 | 40 | 9 | 176 | 1583 | 157 |
| Future Vol, veh/h | 74 | 7 | 30 | 15 | 4 | 107 | 1 | 16 | 1225 | 40 | 9 | 176 | 1583 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | - | None | - | - | - | None |
| Storage Length | - | - | 105 | - | - | 115 | - | 350 | - | - | - | 310 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | - | 0 | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | - | 0 | - | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 79 | 7 | 32 | 16 | 4 | 114 | 1 | 17 | 1303 | 43 | 10 | 187 | 1684 | 167 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | | Major2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2721 | 3544 | 926 | 2432 | 3606 | 673 | 1351 | 1851 | 0 | 0 | 982 | 1346 | 0 | 0 |
| Stage 1 | 2162 | 2162 | - | 1361 | 1361 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 559 | 1382 | - | 1071 | 2245 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 7.16 | 6.44 | 6.54 | 7.14 | 5.64 | 5.34 | - | - | 5.64 | 5.34 | - | - |
| Critical Hdwy Stg 1 | 7.34 | 5.54 | - | 7.34 | 5.54 | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | 6.74 | 5.54 | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | 3.93 | 3.82 | 4.02 | 3.92 | 2.32 | 3.12 | - | - | 2.32 | 3.12 | - | - |
| Pot Cap-1 Maneuver | ~ 22 | ~ 6 | 231 | 34 | 5 | 341 | 280 | 149 | - | - | 450 | 265 | - | - |
| Stage 1 | ~ 29 | 85 | - | 111 | 215 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 439 | 210 | - | 212 | 77 | - | - | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | - | - | | | - | - |
| Mov Cap-1 Maneuver | - | ~ 1 | 231 | ~ 12 | ~ 1 | 341 | 152 | 152 | - | - | 267 | 267 | - | - |
| Mov Cap-2 Maneuver | ~ 16 | ~ -30 | - | ~ 13 | ~ 2 | - | - | - | - | - | - | - | - | - |
| Stage 1 | ~ 26 | 22 | - | 98 | 190 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 252 | 185 | - | 32 | 20 | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | $ 354 | 0.4 | 4.7 |
| HCM LOS | - | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 152 | - | - | - | 231 | 6 | 341 | 267 | - | - |
| HCM Lane V/C Ratio | 0.119 | - | - | - | 0.138 | 3.369 | 0.334 | 0.737 | - | - |
| HCM Control Delay (s) | 31.8 | - | - | - | 23.$ | 2230.5 | 20.8 | 48.7 | - | - |
| HCM Lane LOS | D | - | - | - | C | F | C | E | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.5 | 3.8 | 1.4 | 5.3 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

**Appendix K**
Turn Lane Warrants

### 8.12.7 Right Turn Lanes

(a) The use of a continuous right turn lane shall be avoided. Exclusive right turn lanes for driveways are required when the operational aspects of the driveway meet the volume and speed criteria presented in Table 8-5, where a traffic study indicates that the LOS is degraded by the proposed development, or where required for safety reasons even though the peak hour turn volumes may be lower than specified in Table 8-5.

| **Table 8-5 Unsignalized Driveway Right Turn Lanes[1, 4, 5]** | |
|---|---|
| Roadway Posted Speed Limit | Number of Right Turns Per Hour |
| 45 mph or less | 80-125 [2] |
| Over 45 mph | 35-55 [3] |

[1]Source: FDOT Access Management Guidebook, Table 27

[2]The lower threshold of eighty right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (fifty feet or greater).

[3]The lower threshold of thirty-five right turn vehicles per hour would be most appropriately used on higher volume two lane roadways where lateral movement is restricted. The fifty-five right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (fifty feet or greater).

[4]A posted speed limit of over forty-five mph may be used if the operating speeds are known to be over forty-five mph during the time of peak right turn demand.

[5]Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

(b) An exclusive right turn lane shall be required, even if the speed and volume criteria is not met, when one of the following conditions exist:

(1) Developments that have a high volume of buses, trucks, or trailers.

(2) Poor internal circulation that may cause backups onto the roadway.

(3) Heavier than normal peak flows on the roadway.

(4) Very high operating speeds on the roadway.

(5) Areas where turns are not expected.

(6) Roadways with curves, hills, or other sight distance restrictions.

(7) Gated entrances.

(8) An area with a history of crashes, especially rear end collisions.

(9) Intersections or driveways just after a signalized intersection where acceleration typically occurs.

(10) A driveway with a severe skewered angle.

(11) Areas of heightened safety concern.

### 8.12.8 Left Turn Lanes

A left turn lane for driveways shall be provided:

(a) Whenever a driveway is served by a median opening.

(b) On a two-lane road, on curves, or whenever speeds are forty-five mph and greater.

(c) Where a traffic study shows that the LOS is degraded by the proposed traffic.

(d) When warranted by the NCHRP Report 745 analysis and Report 279.

## 8.13 Clear Visibility Triangle

In order to provide a clear view of intersecting streets and driveway entrances, a triangular area of clear visibility shall meet the following standards.

(a) Nothing shall be located, erected, placed, planted, or allowed to grow in such a manner as to impede vision between a height of three feet and eight feet within the triangular area.

(b) Road Intersections: The clear visibility triangle shall be formed by drawing a line twenty-five feet along each property line abutting the right-of-way starting at the point where the two property lines intersect or their projections intersect, then connecting the two end points with a straight line as shown in Figure 8-2.

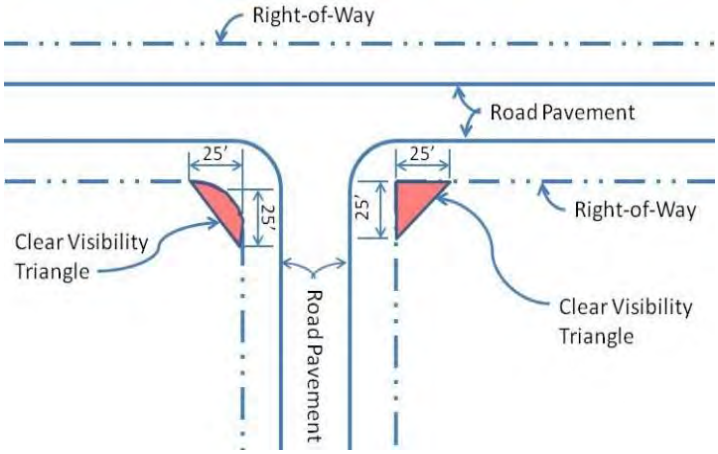
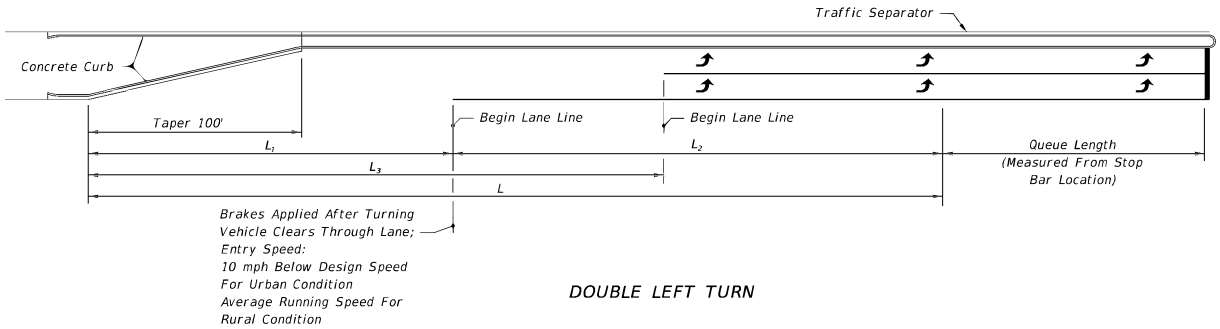


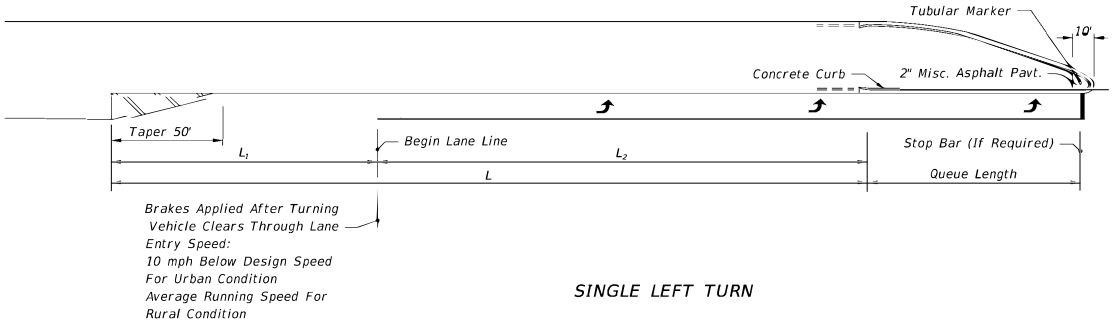

**Figure 8-2 Clear Visibility Triangle at Intersection**

(c) Driveways: A clear visibility triangle shall be formed as shown in Figure 8-3. Beginning at the intersection of the driveway with the road right-of-way, then along the right-of-way for a distance of twenty-five feet, then in a straight line across the property to a point on the edge of the driveway twenty-five feet from the point of beginning. Where driveways are curved or intersect with the street at other than right angles, the visibility triangle shall be measured from the point of the curve most projecting into the driveway.

# MEDIAN TURN LANES
# MINIMUM DECELERATION LENGTHS




DOUBLE LEFT TURN




SINGLE LEFT TURN

| MEDIAN TURN LANES | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | URBAN CONDITIONS | | | RURAL CONDITIONS | | |
| Design Speed (mph) | Entry Speed (mph) | Clearance Distance $L_1$ (ft.) | Brake To Stop Distance $L_2$ (ft.) | Total Decel. Distance L (ft.) | Clearance Distance $L_3$ (ft.) | Brake To Stop Distance $L_2$ (ft.) | Total Decel. Distance L (ft.) | Clearance Distance $L_3$ (ft.) |
| 35 | 25 | 70 | 75 | 145 | 110 | ——— | ——— | ——— |
| 40 | 30 | 80 | 75 | 155 | 120 | ——— | ——— | ——— |
| 45 | 35 | 85 | 100 | 185 | 135 | ——— | ——— | ——— |
| 50 | 40/44 | 105 | 135 | 240 | 160 | 185 | 290 | 160 |
| 55 | 48 | 125 | ——— | ——— | ——— | 225 | 350 | 195 |
| 60 | 52 | 145 | ——— | ——— | ——— | 260 | 405 | 230 |
| 65 | 55 | 170 | ——— | ——— | ——— | 290 | 460 | 270 |

NOT TO SCALE

EXHIBIT 212-1
01/01/2023

22242.1 Brizon Investments
PM Peak Hour-Left Turn Lane Warrant
SW Aviation Ave and Full Access Dvwy

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

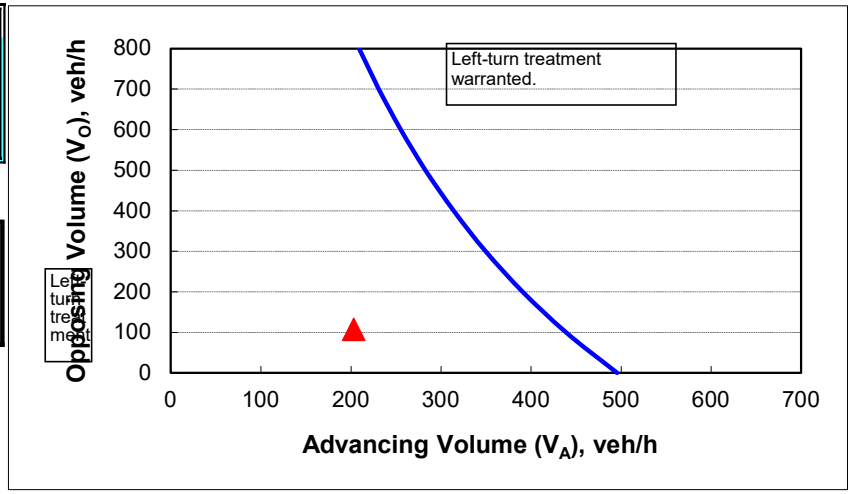
**2-lane roadway (English)**

INPUT

| Variable | Value |
|---|---|
| 85th percentile speed, mph: | 25 |
| Percent of left-turns in advancing volume ($V_A$), %: | 22% |
| Advancing volume ($V_A$), veh/h: | 203 |
| Opposing volume ($V_O$), veh/h: | 107 |

OUTPUT

| Variable | Value |
|---|---|
| Limiting advancing volume ($V_A$), veh/h: | 435 |
| **Guidance for determining the need for a major-road left-turn bay:** | |
| **Left-turn treatment NOT warranted.** | |




CALIBRATION CONSTANTS

| Variable | Value |
|---|---|
| Average time for making left-turn, s: | 3.0 |
| Critical headway, s: | 5.0 |
| Average time for left-turn vehicle to clear the advancing lane, s: | 1.9 |

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide