TRAFFIC IMPACT ANALYSIS

Darwin Boulevard Autism Charter School
Port St. Lucie, FL

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EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed a traffic analysis for Darwin Boulevard Autism Charter School. The proposed development is located at 4311 SW Darwin Boulevard, Port St. Lucie, Florida (Parcel ID: 4432-500-0001-000-1; 4432-500-0002-000-8). The applicant proposes to construct a K-12 Charter School with 320 students. The student population will be increased in two (2) phases. The buildout year is 2029.

The proposed Phase 1 (160 students) will generate the following net new external trips:

- 296 daily, 166 AM peak hour (86 in/80 out), and 26 PM peak hour (9 in/ 17out) trips.

The proposed development (320 students) will generate the following net new external trips:

- 592 daily, 334 AM peak hour (174 in/160 out), and 51 PM peak hour (18 in/33 out) trips.

The proposed Phase 1 (160 students) will generate the following driveway trips:

- 296 daily, 192 AM peak hour (102 in/90 out), and 125 PM peak hour (61 in/64 out) trips.

The proposed development (320 students) will generate the following driveway trips:

- 592 daily, 358 AM peak hour (190 in/168 out), and 237 PM peak hour (116 in/121 out) trips.

A 235-foot southbound left-turn lane is recommended at the Driveway 2 & Darwin Boulevard intersection.

The project meets Port St Lucie's adopted level of service and traffic concurrency standards of Port St Lucie.

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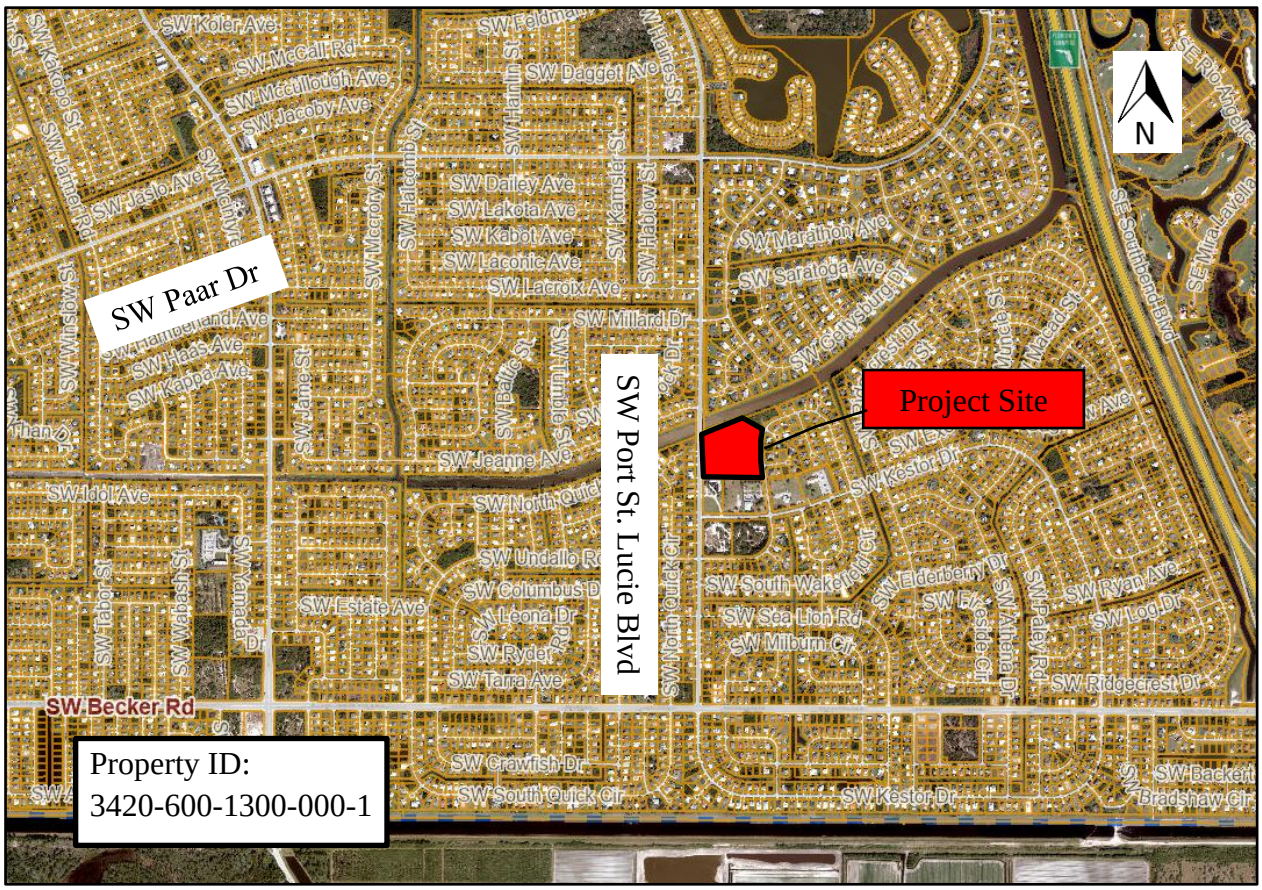
Appendix J – FDOT Peak Season Factor Reports

INTRODUCTION

MacKenzie Engineering and Planning, Inc. performed a traffic analysis for Darwin Boulevard Autism Charter School. The proposed development is located at 4311 SW Darwin Boulevard, Port St. Lucie, Florida (Parcel ID: 4432-500-0001-000-1; 4432-500-0002-000-8). The applicant proposes to construct a K-12 Charter School with 320 students. The student population will be increased in two (2) phases. The buildout year is 2029.

Figure 1. Site Location



INVENTORY AND PLANNING DATA

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

- FDOT's 2023 Quality/Level of Service Manual
- *Trip Generation, 11th Edition* (ITE report)
- St. Lucie County Adopted Transportation Element
- Port St. Lucie 5-year Capital Improvement Plan
- St. Lucie County Traffic Counts and Level of Service Report (2024)

Engineers Design & Construction, Inc. provided site information.

TRIP GENERATION

Traffic Generation

Different trip generation is performed for different purposes:

- Roadway and Intersection analyses – ITE's 11th Edition – Peak hour of adjacent street traffic (7-9 AM and 4-6 PM)
- Driveway Volumes – ITE's 11th Edition – Peak hour of generator

Trip generation is calculated utilizing the ITE's Trip Generation Manual, *11th Edition* (see Tables 1A – 1D). The study used Charter Elementary School (Land Use 536) because it has a higher rate in order to provide a conservative analysis as compared to Charter School (K-12) (Land Use 538), which has a lower rate and very limited data.

Proposed Use

The proposed development is:

- Phase 1: 160 Students of K-12 Charter School (ITE Land Use 536)
- Phase 2: 160 Students of K-12 Charter School (ITE Land Use 536)

The proposed Phase 1 (160 students) will generate the following net new external trips:

- 296 daily, 166 AM peak hour (86 in/80 out), and 26 PM peak hour (9 in/ 17out) trips.

The proposed development (320 students) will generate the following net new external trips:

- 592 daily, 334 AM peak hour (174 in/160 out), and 51 PM peak hour (18 in/33 out) trips.

The proposed Phase 1 (160 students) will generate the following driveway trips:

- 296 daily, 192 AM peak hour (102 in/90 out), and 125 PM peak hour (61 in/64 out) trips.

The proposed development (320 students) will generate the following driveway trips:

- 592 daily, 358 AM peak hour (190 in/168 out), and 237 PM peak hour (116 in/121 out) trips.

Table 1A. Trip Generation – Peak Hour of Adjacent Street (Phase 1)

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic									
Charter Elementary School	160	Students	296	166	86	80	26	9	17
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**296**	**166**	**86**	**80**	**26**	**9**	**17**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Charter Elementary School	536	Students	1.85	0%	52/48	T = 1.05 (X) - 2.46	35/65	0.16

ITE 11th Edition

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Table 1B. Trip Generation – Peak Hour of Adjacent Street (Total)

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic									
Charter Elementary School	320	Students	592	334	174	160	51	18	33
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**592**	**334**	**174**	**160**	**51**	**18**	**33**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Charter Elementary School	536	Students	1.85	0%	52/48	T = 1.05 (X) - 2.46	35/65	0.16

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Table 1C. Trip Generation – Peak Hour of Generator (Phase1)

Land Use	Intensity	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic								
Charter Elementary School	160 Students	296	192	102	90	125	61	64
NET CHANGE IN DRIVEWAY VOLUMES		**296**	**192**	**102**	**90**	**125**	**61**	**64**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Charter Elementary School	536	Students	1.85	0%	53/47	Ln(T) = 0.90 Ln(X) + 0.69	49/51	Ln(T) = 0.92 Ln(X) + 0.16

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Table 1D. Trip Generation – Peak Hour of Generator (Total)

Land Use	Intensity	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic								
Charter Elementary School	320 Students	592	358	190	168	237	116	121
NET CHANGE IN DRIVEWAY VOLUMES		**592**	**358**	**190**	**168**	**237**	**116**	**121**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Charter Elementary School	536	Students	1.85	0%	53/47	Ln(T) = 0.90 Ln(X) + 0.69	49/51	Ln(T) = 0.92 Ln(X) + 0.16

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Internal Capture

Internal capture is 0.

Pass-by Capture

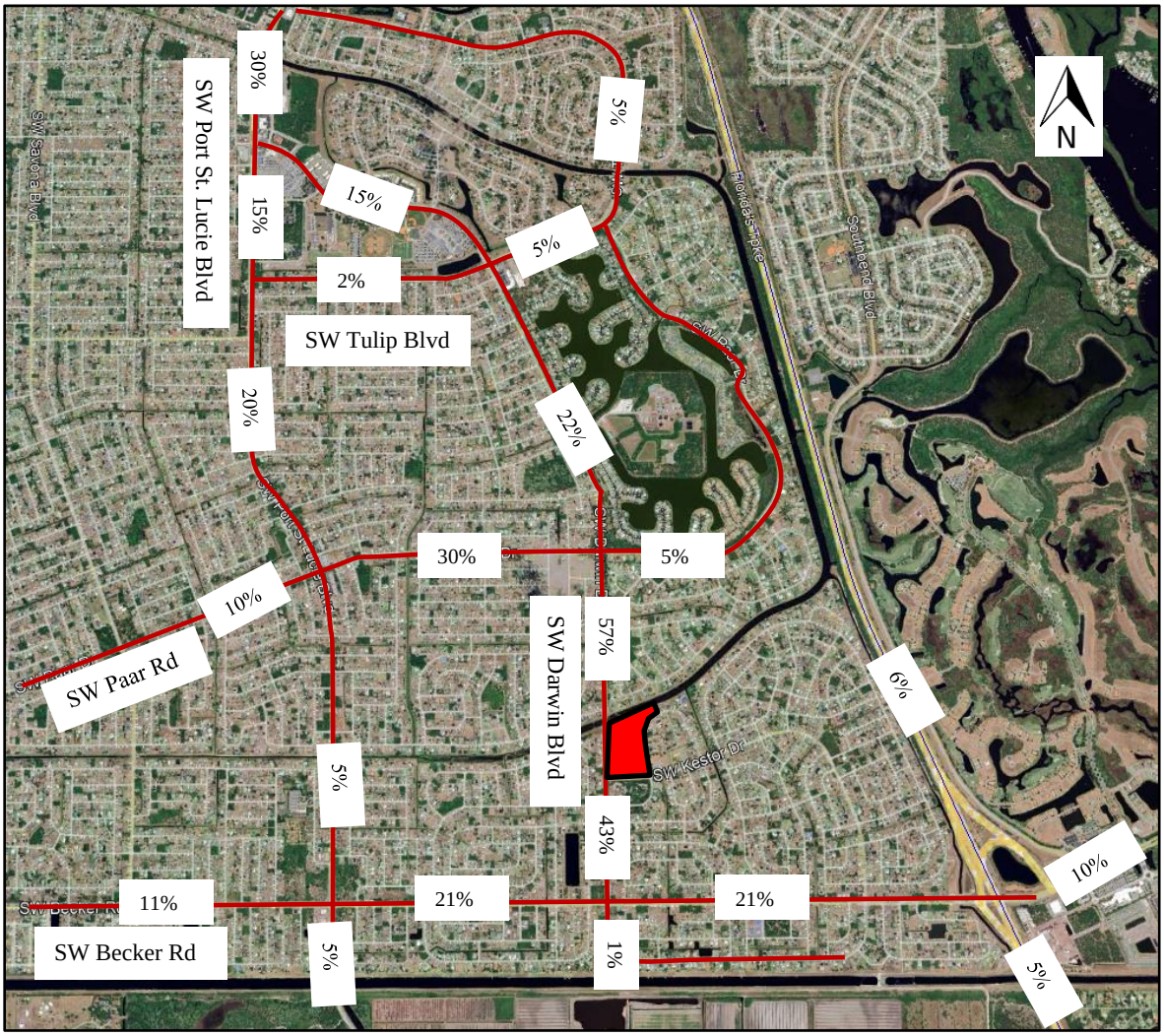
The proposed pass-by capture is 0.

TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution and assignment were determined using existing traffic counts, based on trips in and out of the project driveway and traffic counts at the adjacent intersections. The project traffic assignment is illustrated in Figure 2. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	57 percent
SOUTH	-	43 percent

Figure 2. Traffic Assignment



HISTORICAL GROWTH

In order to provide accurate traffic analysis, the growth rate at each intersection was determined by a volume-weighted averaging of the growth on each leg of the intersection as shown in Table 2. A three percent (3%) annual compound growth rate will be used in the study to provide a conservative analysis.

Table 2. Growth Rate Calculation

Station	Description	2018	2019	2022	2023	2024	Annaual Absolute Growth	Growth Rate
302	Becker Rd, 800 ft E of Pt St Lucie Blvd	11500	13500		16000	17500	885	5.5%
626	Becker Rd, 680 ft E of Savona Blvd	15500	18000	18000	20500	22500	937	4.2%
627	Becker Rd, E of Darwin Blvd	13500	15000		16500	18500	692	3.7%
235	Darwin Blvd, 470 ft N of Becker Rd	7500				9400	317	3.4%
659	Darwin Blvd, 685 ft E of Pt St Lucie Blvd	12500	13500		8100		-1,014	-12.5%
94-7057	Paar Dr, W of Darwin Blvd	2000	4200	4000	4200		306	7.3%
723	Paar Dr, E of Darwin Blvd		1900		1900		0	0.0%
94-8518	SW Pt St Lucie Blvd, Becker Rd to Hamberland Ave	8600	8600	10000	10200		359	3.5%
713	Tulip Blvd, 0.25 Miles E of Pt St Lucie Blvd		8200	8400			67	0.8%
							Weighted Average	**2.6%**
							Growth Rate Used	**3.0%**

ASSURED AND PROGRAMMED IMPROVEMENTS

MacKenzie Engineering and Planning, Inc. (MEP) reviewed the FDOT 5-year work program and the St. Lucie County TIP Report. The following improvements are identified:

- Port St. Lucie Boulevard from Becker Road to Paar Drive – Add Lanes & Reconstruct (Construction 2026)
- Port St. Lucie Boulevard from Paar Drive to South of Alcantarra Boulevard – Add Lanes & Reconstruct (Construction 2025)
- Port St. Lucie Boulevard from South of Alcantarra Boulevard to South of Darwin Boulevard – Add Lanes & Reconstruct (Under Construction)
- SW Darwin Boulevard & SW Paar Drive Intersection Improvement – Roundabout

ROADWAY ANALYSIS

Roadway Capacity

Roadway classification follows the Port St. Lucie Comprehensive Plan outlining the roadway functional classification. The Port St. Lucie Transportation Element outlines the minimum Level of Service (LOS) for each roadway functional classification. Roadway Capacity is based on the St. Lucie TPO's 2024 Level of Service Report. Where road segment information is not available, the study uses Port St. Lucie's minimum LOS standards to apply FDOT's 2023 Multimodal Quality/LOS Handbook. The City of Port St. Lucie's adopted level of service standards for Collectors and Arterials are LOS "D" and "E", respectively.

Significance

The traffic assignment was compared to the roadway capacities within 1 mile of the property as per Port St. Lucie Standardized TIS methodology. In addition, consistent with the Port St. Lucie TIS methodology impacts of greater than one percent (1%) on adjacent road segments and five percent (5%) on all other road segments are considered to have a significant impact. Table 3 displays the roadway segments with significant impacts.

Table 3. Project Impacts (Significance)

Roadway	From	To	E + C Lanes	Capacity	Assign	Project Traffic	Impact	Significant Impact? (Y/N)
Darwin Blvd	Becker Rd	Project Site	2	630	43%	75	11.9%	**YES**
	Project Site	Paar Dr	2	630	57%	99	15.7%	**YES**
	Paar Dr	Tulip Blvd	2	920	22%	38	4.1%	NO
	Tulip Blvd	Port St Lucie Blvd	2	920	15%	26	2.8%	NO
Port St. Lucie Blvd	Gatlin Blvd	Darwin Blvd	4	3,020	30%	52	1.7%	NO
	Darwin Blvd	Tulip Blvd	4(1)	1,850	15%	26	1.4%	NO
	Tulip Blvd	Paar Dr	4(1)	1,850	20%	35	1.9%	NO
	Paar Dr	Becker Rd	4(1)	1,850	5%	9	0.5%	NO
	Becker Rd	Martin C.L.	2	920	5%	9	1.0%	NO
Paar Rd	Savona Blvd	Port St. Lucie Blvd	2	700	10%	17	2.4%	NO
	Port St. Lucie Blvd	Darwin Blvd	2	700	30%	52	7.4%	**YES**
	Darwin Blvd	Tulip Blvd	2	540	5%	9	1.7%	NO
Tulip Blvd	Darwin Blvd	Port St. Lucie Blvd	2	790	2%	3	0.4%	NO
	Port St. Lucie Blvd	Paar Dr	2	790	5%	9	1.1%	NO
	Paar Dr	Darwin Blvd	2	790	5%	9	1.1%	NO
Becker Rd	Savona Blvd	SW Port St. Lucie Blvd	4	2,100	11%	19	0.9%	NO
	SW Port St. Lucie Blvd	Albacore St	4	2,100	21%	37	1.8%	NO
	Albacore St	Darwin Blvd	4	1,500	21%	37	2.5%	NO
	Darwin Blvd	Athena Dr	4	2,000	21%	37	1.9%	NO
	Athena Dr	Florida's Turnpike	4	1,500	21%	37	2.5%	NO
	Florida's Turnpike	Southbend Blvd	4	2,100	10%	17	0.8%	NO

(1) C3R FDOT service volume was used for capacity

Analysis

The 2024 existing traffic volumes were obtained from St. Lucie TPO. The 2024 peak hour traffic volumes were increased based on the annual compound growth rate to develop the projected year 2029 background traffic volumes. The post development 2029 (buildout) traffic volumes were developed by adding background traffic volume plus project traffic. The buildout traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably. Based on the analysis, the roadway segments are projected to operate acceptably in 2029 with the proposed development as shown in Tables 4A & 4B.

Table 4A. 2029 AM Peak Hour Post-Development Roadway Analysis

Roadway	From	To	E + C Lanes	Count year	Peak Hour Peak Direction 2024 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Darwin Blvd	Becker Rd	Project Site	2	2024	812	3.0%	941	43%	75	1,016	630	NO
	Project Site	Paar Dr	2	2024	812	3.0%	941	57%	99	1,040	630	NO
Paar Rd	Port St. Lucie Blvd	Darwin Blvd	2	2024	158	3.0%	183	30%	52	235	700	Yes

Table 4B. 2029 PM Peak Hour Post-Development Roadway Analysis

Roadway	From	To	E + C Lanes	Count year	Peak Hour Peak Direction 2024 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Darwin Blvd	Becker Rd	Project Site	2	2024	715	3.0%	829	43%	14	843	630	NO
	Project Site	Paar Dr	2	2024	715	3.0%	829	57%	19	848	630	NO
Paar Rd	Port St. Lucie Blvd	Darwin Blvd	2	2024	136	3.0%	158	30%	10	168	700	Yes

Therefore, Darwin Boulevard is examined in more detail as follows:

- AM Peak hour - Becker Road to Paar Drive
- PM Peak hour - Becker Road to Paar Drive

MEP obtained 2025 peak hour turning movement counts that are utilized to develop the directional volumes. The TPO generalized roadway capacities are updated to FDOT's 2023 generalized roadway capacities consistent with City Code (City of Port St. Lucie Engineering Standards for Land Development, Standardized Traffic Impact Studies Methodology and Procedures, 3. Impacted Roadways / Intersections). The detailed analysis demonstrates that adequate capacity is available on Darwin Boulevard as shown in Tables 5A and 5B.

Table 5A. 2029 AM Peak Hour Darwin Road Analysis

Roadway	From	To	E + C Lanes	Count year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak Hour 2025 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Darwin Blvd	Becker Rd	Project Site	2	2025	NB	235	1.01	237	3.0%	275	43%	75	350	1,110 (1)	Yes
			2	2025	SB	712	1.01	719	3.0%	834	43%	69	903	1,110 (1)	Yes
	Project Site	Paar Dr	2	2025	NB	447	1.01	451	3.0%	523	57%	91	614	880 (2)	Yes
			2	2025	SB	442	1.01	446	3.0%	517	57%	99	616	880 (2)	Yes

(1) Roadway Capacity from Becker Road to Project 1,110 = 1,110 x 1.0 x 1.0 (LOS Capacity x Left-Turn Factor x Divided Factor)
(2) Roadway Capacity from Project Site to Paar Dr 888 = 1,110 x 0.8 x 1.0 (LOS Capacity x Left-Turn Factor x Divided Factor)

Table 5B. 2029 PM Peak Hour Darwin Road Analysis

Roadway	From	To	E + C Lanes	Count year	Existing Peak Hour Peak Direction Volumes		PSCF	Peak Hour 2025 Volume	Growth Rate	2029 Background	Assign	Project Traffic	2029 Total Traffic	Roadway Capacity	Acceptable?
Darwin Blvd	Becker Rd	Project Site	2	2025	NB	770	1.01	778	3.0%	902	43%	8	910	1,110 (1)	Yes
			2	2025	SB	326	1.01	329	3.0%	381	43%	14	395	1,110 (1)	Yes
	Project Site	Paar Dr	2	2025	NB	544	1.01	549	3.0%	636	57%	19	655	880 (2)	Yes
			2	2025	SB	351	1.01	355	3.0%	412	57%	10	422	880 (2)	Yes

(1) Roadway Capacity from Becker Road to Project 1,110 = 1,110 x 1.0 x 1.0 (LOS Capacity x Left-Turn Factor x Divided Factor)
(2) Roadway Capacity from Project Site to Paar Dr 888 = 1,110 x 0.8 x 1.0 (LOS Capacity x Left-Turn Factor x Divided Factor)

INTERSECTION ANALYSIS

Intersections

The intersections within the study area were evaluated in 2029 total (existing traffic plus background plus project) traffic conditions. This study analyzes the impacts to the following intersections for the AM and PM peak hours:

- SW Becker Road & SW Darwin Boulevard
- SW Paar Drive & SW Darwin Boulevard

Data from the existing facilities within the study area were collected based on aerial photography and site observations. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Peak Hour Factor (PHF)

Field observed peak hour factors were utilized in the intersection analysis and were adjusted as follows:

- PHF greater than 0.95 was reduced to 0.95
- PHF less than 0.92 was increased to 0.92

The adjustment is based on FDOT's Quality/LOS Handbook that recommends using a PHF factor of 0.95 for urbanized areas and 0.92 for transitioning/urban areas and is also recommended in FDOT's Traffic Analysis handbook page 34.

Analysis

SW Becker Road & SW Darwin Boulevard

MEP evaluated the SW Becker Road & SW Darwin Boulevard intersection using HCS 2024. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). MEP obtained 95th percentile queue lengths using HCS 2024 for each turn-lane and compared it to the existing turn-lane lane length. The southbound left-turn movement is the primary movement at the intersection (equivalent of a through lane) and therefore does not require extension. The southbound right-turn lane is recommended to extend to 125 ft. The eastbound left-turn lane is recommended to extend to 275 ft. Eastbound project traffic is de minimis at this location (4 vehicles) and therefore does not significantly contribute towards the need to extend the eastbound left-turn lane. The turn lane extension is not necessary until Phase 2 is built.

Table 6. SW Becker Road & SW Darwin Boulevard Intersection Storage Results

Direction	Turn lane	AM 95th % Queue (Feet)	PM 95th % Queue (Feet)	Existing Storage Length (Feet)	Improvements
Southbound	Left	620	240	150	None*
	Right	111	25	95	Extend to 125 ft
Eastbound	Left	183	271	185	Extend to 275 ft

* The southbound left-turn movement is the primary movement at the intersection and therefore is the equivalent of a through lane. An extension of the southbound left-turn lane is not recommended.

SW Paar Drive & SW Darwin Boulevard

MEP evaluated the SW Paar Drive & SW Darwin Boulevard intersection using HCS 2024. The existing 4-way stop controlled intersection is proposed for improvement to a roundabout. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0). The intersection is projected to operate acceptably with the committed improvements.

DRIVEWAYS

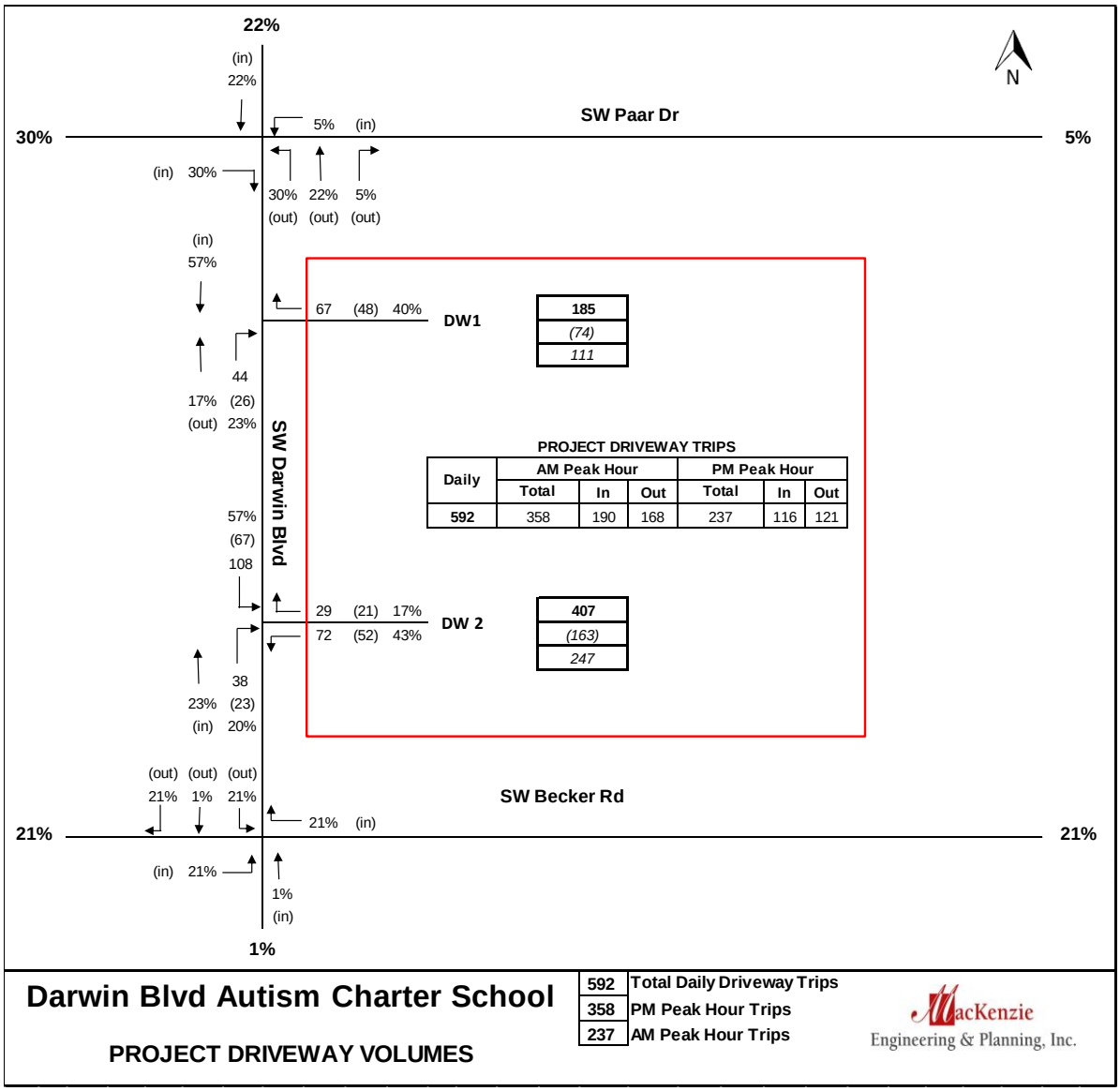
Driveway Access

The project site proposes two points of access:

- DW 1 (North) – Right-In/Right-Out
- DW 2 (South) – Full Opening

Figure 3 shows the project driveway volumes.

Figure 3. Driveway Volumes



Darwin Blvd Autism Charter School

PROJECT DRIVEWAY VOLUMES

592	Total Daily Driveway Trips
358	PM Peak Hour Trips
237	AM Peak Hour Trips

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Driveways

DW 1 (North) – Right-In/Right-Out

Ingress Right-Turn Lane

The City's Engineering Standards (8.12.7) recommend a right-turn lane when right-turn movements exceed 80-125 vehicles per hour during the peak hour for an unsignalized intersection with a posted speed limit 45 mph or less. A right-turn lane into the project is not needed at the proposed driveway.

MEP evaluated the Darwin Road & Driveway 1 intersection using HCS 2024. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0)

DW 2 (South) – Full Opening

Ingress Right-Turn Lane

The right turn volume of 38 peak hour vehicles does not warrant a right turn lane at this location. Therefore, a right-turn lane is not required.

Ingress Left Turn Lane Analysis

A left-turn lane into the project is warranted based on project 108 left-turns during the peak hour based on an analysis using NCHRP-457 as shown in Figure 4. The posted speed is 40 miles per hour. The left-turn lane length is recommended to be 235 feet (185 feet of deceleration plus 50 feet of queue storage).

Figure 4. Driveway 2 Left-Turn Lane Warrant Analysis

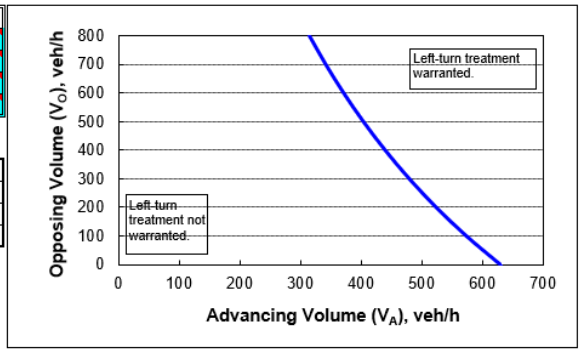
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	12%
Advancing volume (V_A), veh/h:	917
Opposing volume (V_O), veh/h:	349

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	459
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

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

MEP evaluated the Darwin Road & Driveway 2 intersection using HCS 2024. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0)

CONCLUSION

MacKenzie Engineering and Planning, Inc. performed a traffic analysis for Darwin Boulevard Autism Charter School. The proposed development is located at 4311 SW Darwin Boulevard, Port St. Lucie, Florida (Parcel ID: 4432-500-0001-000-1; 4432-500-0002-000-8). The applicant proposes to construct a K-12 Charter School with 320 students. The student population will be increased in two (2) phases. The buildout year is 2029.

The proposed Phase 1 (160 students) will generate the following net new external trips:

- 296 daily, 166 AM peak hour (86 in/80 out), and 26 PM peak hour (9 in/ 17out) trips.

The proposed development (320 students) will generate the following net new external trips:

- 592 daily, 334 AM peak hour (174 in/160 out), and 51 PM peak hour (18 in/33 out) trips.

The proposed Phase 1 (160 students) will generate the following driveway trips:

- 296 daily, 192 AM peak hour (102 in/90 out), and 125 PM peak hour (61 in/64 out) trips.

The proposed development (320 students) will generate the following driveway trips:

- 592 daily, 358 AM peak hour (190 in/168 out), and 237 PM peak hour (116 in/121 out) trips.

A 235-foot southbound left-turn lane is recommended at the Driveway 2 & Darwin Boulevard intersection.

The project meets Port St Lucie's adopted level of service and traffic concurrency standards of Port St Lucie.

EXHIBITS

Exhibit 1	Intersection Analysis

APPENDICES

Appendix A	–	ITE Report, *Trip Generation (11th Edition)*
Appendix B	–	Property ID Cards
Appendix C	–	St. Lucie County TPO Historical Counts
Appendix D	–	St. Lucie County Traffic Counts and Level of Service Report (2024)
Appendix E	–	FDOT Five Year Work Program
Appendix F	–	Darwin Boulevard & Paar Road Improvements
Appendix G	–	Site Plan
Appendix H	–	Traffic Counts (MEP)
Appendix I	–	FDOT's 2023 Quality/Level of Service Manual
Appendix J	–	FDOT Peak Season Factor Reports

Darwin Blvd Autism Charter School

AM PEAK PEAK HOUR TURNING MOVEMENTS

EXHIBIT 1

SW Paar Dr & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	22	4	9	0	39	2	31	0	1	104	10	0	6	72	4	304
7:15 AM	7:30 AM	0	40	6	8	0	49	6	19	0	4	88	16	0	5	82	7	330
7:30 AM	7:45 AM	0	24	10	1	0	26	4	21	0	3	100	23	0	7	66	8	293
7:45 AM	8:00 AM	0	29	8	3	0	22	6	16	0	1	83	14	0	4	65	5	256
8:00 AM	8:15 AM	0	25	3	3	0	20	8	16	0	1	80	11	0	11	76	6	260
8:15 AM	8:30 AM	0	25	5	1	0	15	8	12	0	3	75	9	0	9	66	6	234
8:30 AM	8:45 AM	0	21	3	2	0	12	8	11	0	1	77	8	0	11	56	5	215
8:45 AM	9:00 AM	0	18	1	3	0	9	8	7	0	2	65	6	0	8	53	3	183
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	115	28	21	0	136	18	87	0	9	375	63	0	22	285	24	1183

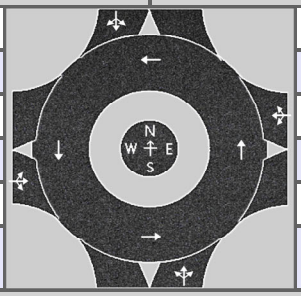
Count Taken:	1/28/2025		
Buildout year:	2029		
Growth Rate:	3.00%		
PSCF	1.01		
PHF	0.90	Adjusted PHF	0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/28/2025	0	115	28	21	0	136	18	87	0	9	375	63	0	22	285	24
Peak Season Factor	0	1	0	0	0	1	0	1	0	0	4	1	0	0	3	0
Adjusted Volumes	0	116	28	21	0	137	18	88	0	9	379	64	0	22	288	24
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	15	4	3	0	17	2	11	0	1	48	8	0	3	36	3
2029 Volumes	**0**	**131**	**32**	**24**	**0**	**154**	**20**	**99**	**0**	**10**	**427**	**72**	**0**	**25**	**324**	**27**
2029 Pre Dev	0	131	32	24	0	154	20	99	0	10	427	72	0	25	324	27
Project Traffic	0	0	0	52	0	9	0	0		48	35	8		0	38	0
2029 Post Dev	**0**	**131**	**32**	**76**	**0**	**163**	**20**	**99**	**0**	**58**	**462**	**80**	**0**	**25**	**362**	**27**
				In		In				Out	Out	Out			In	
Project Traffic Assignment	0%	0%	0%	30%	0%	5%	0%	0%	0%	30%	22%	5%	0%	0%	22%	0%

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	2/4/2025
Analysis Year	2029
Time Analyzed	
Project Description	Post AM



Site Information

Intersection	Darwin Blvd & Paar Dr
E/W Street Name	Paar Dr
N/S Street Name	Darwin Blvd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	131	32	76	0	163	20	99	0	58	462	80	0	25	362	27
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	145	35	84	0	181	22	110	0	64	512	89	0	28	401	30
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		264			313			665			459	
Entry Volume, veh/h		259			307			652			450	
Circulating Flow (v_c), pc/h	610			721			208			267		
Exiting Flow (v_{ex}), pc/h	152			116			767			666		
Capacity (c_{pce}), pc/h		741			661			1116			1051	
Capacity (c), veh/h		726			648			1094			1030	
v/c Ratio (x)		0.36			0.47			0.60			0.44	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.5			12.8			11.0			8.4	
Lane LOS		A			B			B			A	
95% Queue Length, Q_{95} (veh)		1.6			2.5			4.1			2.3	
95% Queue Length, Q_{95} (ft)		40.6			63.5			104.1			58.4	
Approach Delay, s/veh | LOS	9.5	A		12.8	B		11.0	B		8.4	A	
Intersection Delay, s/veh | LOS	10.4						B					

Darwin Blvd Autism Charter School
PM PEAK PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
SW Paar Dr & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	12	12	6	0	15	6	3	0	13	79	10	0	4	74	23	257
4:15 PM	4:30 PM	0	12	4	10	0	10	8	6	0	16	92	18	0	0	59	25	260
4:30 PM	4:45 PM	0	8	9	12	0	9	5	6	0	17	102	14	0	4	65	25	276
4:45 PM	5:00 PM	0	13	4	10	0	11	3	5	0	10	88	17	0	2	54	21	238
5:00 PM	5:15 PM	0	16	6	15	0	9	6	8	0	10	104	20	0	7	73	33	307
5:15 PM	5:30 PM	0	18	4	10	0	7	7	4	0	15	112	13	0	4	57	18	269
5:30 PM	5:45 PM	0	21	2	14	0	13	2	2	0	18	106	12	0	7	71	20	288
5:45 PM	6:00 PM	0	16	7	16	0	11	4	3	0	19	96	19	0	1	55	14	261
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	71	19	55	0	40	19	17	0	62	418	64	0	19	256	85	1125

Count Taken:	1/28/2025
Buildout year:	2029
Growth Rate:	3.00%
PSCF	1.01
PHF	0.92

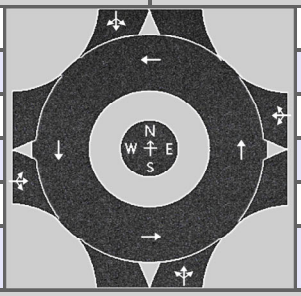
Adjusted PHF 0.92

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/28/2025	0	71	19	55	0	40	19	17	0	62	418	64	0	19	256	85
Peak Season Factor	0	1	0	1	0	0	0	0	0	1	4	1	0	0	3	1
Adjusted Volumes	0	72	19	56	0	40	19	17	0	63	422	65	0	19	259	86
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	9	2	7	0	5	2	2	0	8	53	8	0	2	33	11
2029 Volumes	**0**	**81**	**21**	**63**	**0**	**45**	**21**	**19**	**0**	**71**	**475**	**73**	**0**	**21**	**292**	**97**
2029 Pre Dev	0	81	21	63	0	45	21	19	0	71	475	73	0	21	292	97
Project Traffic	0	0	0	5	0	1	0	0		10	7	2		0	4	0
2029 Post Dev	**0**	**81**	**21**	**68**	**0**	**46**	**21**	**19**	**0**	**81**	**482**	**75**	**0**	**21**	**296**	**97**
Project Traffic Assignment	0%	0%	0%	In 30%	0%	In 5%	0%	0%	0%	Out 30%	Out 22%	Out 5%	0%	0%	In 22%	0%

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	2/4/2025
Analysis Year	2029
Time Analyzed	
Project Description	Post PM



Site Information

Intersection	Darwin Blvd & Paar Dr
E/W Street Name	Paar Dr
N/S Street Name	Darwin Blvd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.92
Jurisdiction	PSL

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	81	21	68	0	46	21	19	0	81	482	75	0	21	296	97
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	90	23	75	0	51	23	21	0	90	534	83	0	23	328	108
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		188			95			707			459	
Entry Volume, veh/h		184			93			693			450	
Circulating Flow (v_c), pc/h	402			714			136			164		
Exiting Flow (v_{ex}), pc/h	129			221			645			454		
Capacity (c_{pce}), pc/h		916			666			1201			1167	
Capacity (c), veh/h		898			653			1178			1145	
v/c Ratio (x)		0.21			0.14			0.59			0.39	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.1			7.1			10.3			7.1	
Lane LOS		A			A			B			A	
95% Queue Length, Q_{95} (veh)		0.8			0.5			4.0			1.9	
95% Queue Length, Q_{95} (ft)		20.3			12.7			101.6			48.3	
Approach Delay, s/veh | LOS	6.1	A		7.1	A		10.3	B		7.1	A	
Intersection Delay, s/veh | LOS	8.5						A					

Darwin Blvd Autism Charter School

AM PEAK PEAK HOUR TURNING MOVEMENTS

EXHIBIT 1

SW Becker Rd & SW Darwin Blvd

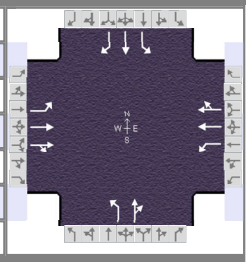
		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	26	198	2	0	0	100	27	0	5	1	0	0	119	0	55	533
7:15 AM	7:30 AM	2	38	215	4	1	0	100	29	0	12	2	0	0	142	1	51	597
7:30 AM	7:45 AM	0	33	186	8	0	0	112	19	0	7	3	0	0	131	2	64	565
7:45 AM	8:00 AM	0	35	209	1	0	1	99	22	0	9	0	7	0	96	7	44	530
8:00 AM	8:15 AM	0	22	187	3	0	0	91	18	0	5	4	4	0	121	0	49	504
8:15 AM	8:30 AM	1	31	158	3	1	0	106	34	0	3	2	0	0	100	2	51	492
8:30 AM	8:45 AM	1	28	178	3	1	0	97	22	0	7	0	1	0	110	2	51	501
8:45 AM	9:00 AM	1	24	133	4	0	1	87	23	0	6	1	1	0	101	4	40	426
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	2	132	808	15	1	1	411	97	0	33	6	7	0	488	10	214	2225

Count Taken:	1/28/2025		
Buildout year:	2029		
Growth Rate:	3.00%		
PSCF	1.01		
PHF	0.93	Adjusted PHF	0.93

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/28/2025	2	132	808	15	1	1	411	97	0	33	6	7	0	488	10	214
Peak Season Factor	0	1	8	0	0	0	4	1	0	0	0	0	0	5	0	2
Adjusted Volumes	2	133	816	15	1	1	415	98	0	33	6	7	0	493	10	216
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	17	102	2	0	0	52	12	0	4	1	1	0	62	1	27
2029 Volumes	**2**	**150**	**918**	**17**	**1**	**1**	**467**	**110**	**0**	**37**	**7**	**8**	**0**	**555**	**11**	**243**
2029 Pre Dev	2	150	918	17	1	1	467	110	0	37	7	8	0	555	11	243
Project Traffic	0	37	0	0	0	0	0	37		0	2	0		34	2	34
2029 Post Dev	**2**	**187**	**918**	**17**	**1**	**1**	**467**	**147**	**0**	**37**	**9**	**8**	**0**	**589**	**13**	**277**
		In						In			In			Out	Out	Out
Project Traffic Assignment	0%	21%	0%	0%	0%	0%	0%	21%	0%	0%	1%	0%	0%	21%	1%	21%

HCS Signalized Intersection Input Data

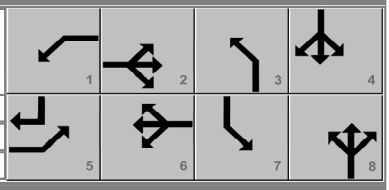
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.93
Urban Street		Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post AM.xus		
Project Description	2029 Post AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	918	17	2	467	147	37	9	8	589	13	277

Signal Information			
Cycle, s	128.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	5.0	40.0	4.5	34.0	5.7
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	918	17	2	467	147	37	9	8	589	13	277
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None		0	L	
Heavy Vehicles (P_{HV}), %	2	2		2	2		2	2		2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	70	0	0	0	0	0	150
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	185	0		185	0		200	0		150	0	95
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	40	40	40	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	40.0	25.0	40.0	25.0	30.0	90.0	30.0
Yellow Change Interval (*Y*), s	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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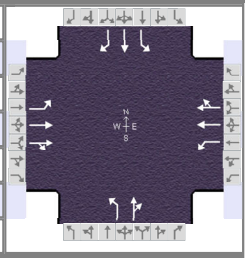
HCS Signalized Intersection Results Summary

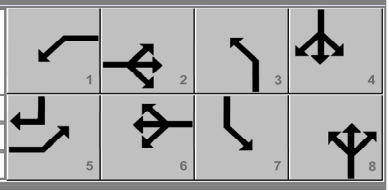
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.93
Urban Street		Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post AM.xus		
Project Description	2029 Post AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	918	17	2	467	147	37	9	8	589	13	277

Signal Information			
Cycle, s	128.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	5.0	40.0	4.5	34.0	5.7
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	18.3	57.8	6.8	46.4	10.9	12.1	51.4	52.6
Change Period, ($Y+R_c$), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.0	3.1	3.0	3.1	3.3	3.1	3.3
Queue Clearance Time (g_s), s	11.6	30.3	2.1	18.9	4.7	3.3	43.6	8.6
Green Extension Time (g_e), s	0.3	2.6	0.0	3.1	0.0	0.0	1.3	0.3
Phase Call Probability	1.00	1.00	0.07	1.00	0.76	1.00	1.00	1.00
Max Out Probability	0.00	0.24	0.00	0.02	0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	203	504	501	2	299	286	40	18		633	14	137
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1858	1781	1870	1778	1781	1724		1781	1870	1585
Queue Service Time (g_s), s	9.6	28.3	28.3	0.1	16.8	16.9	2.7	1.3		41.6	0.6	6.6
Cycle Queue Clearance Time (g_c), s	9.6	28.3	28.3	0.1	16.8	16.9	2.7	1.3		41.6	0.6	6.6
Green Ratio (*g/C*)	0.42	0.40	0.40	0.32	0.31	0.31	0.08	0.04		0.41	0.36	0.45
Capacity (*c*), veh/h	370	750	745	154	584	555	182	77		730	674	718
Volume-to-Capacity Ratio (*X*)	0.549	0.672	0.672	0.014	0.512	0.516	0.219	0.238		0.868	0.021	0.190
Back of Queue (*Q*), ft/ln (95 th percentile)	183	493	490	2	322	313	55	26		620	13	111
Back of Queue (*Q*), veh/ln (95 th percentile)	7.2	19.4	19.3	0.1	12.7	12.3	2.2	1.0		24.4	0.5	4.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.00	0.00	0.01	0.00	0.00	0.28	0.00		4.13	0.00	1.16
Uniform Delay (d_1), s/veh	26.2	31.5	31.5	31.5	36.1	36.2	55.5	59.1		34.6	26.4	21.0
Incremental Delay (d_2), s/veh	0.5	4.8	4.8	0.0	3.2	3.4	0.2	0.6		1.3	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	26.7	36.2	36.3	31.5	39.3	39.6	55.7	59.7		35.8	26.4	21.1
Level of Service (LOS)	C	D	D	C	D	D	E	E		D	C	C
Approach Delay, s/veh / LOS	34.6	C		39.4	D		57.0	E		33.1	C	
Intersection Delay, s/veh / LOS	35.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	2.34	B	2.42	B	2.29	B
Bicycle LOS Score / LOS	1.48	A	0.97	A	0.58	A	1.78	B

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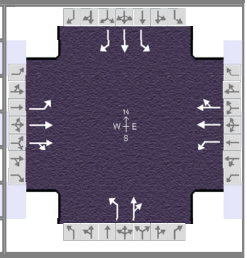
HCS Signalized Intersection Intermediate Values

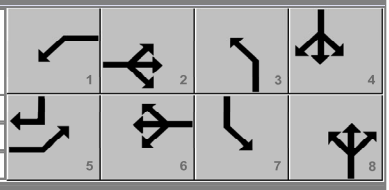
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.93
Urban Street		Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post AM.xus		
Project Description	2029 Post AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	189	918	17	2	467	147	37	9	8	589	13	277

Signal Information			
Cycle, s	128.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	5.0	40.0	4.5	34.0	5.7
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



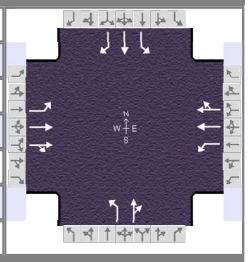
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.993	0.993		0.951	0.951		0.922	0.922		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3661	68	1781	3134	514	1781	913	811	1781	1870	1585
Proportion of Vehicles Arriving on Green (P)	0.09	0.40	0.40	0.00	0.31	0.31	0.04	0.04	0.04	0.35	0.36	0.36
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Green Ratio (g/C)	0.42	0.40	0.32	0.31	0.08	0.04	0.41	0.36
Permitted Saturation Flow Rate (s_p), veh/h/ln	830	0	560	0	1400	0	1394	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	42.0	0.0	40.0	0.0	5.7	0.0	7.7	0.0
Permitted Service Time (g_u), s	23.0	0.0	21.0	0.0	5.7	0.0	4.4	0.0
Permitted Queue Service Time (g_{ps}), s	6.2		0.1		0.0		2.8	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1585
Protected Right Effective Green Time (g_R), s								11.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.213	1.557	0.100	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.137	0.000	0.163	0.000	0.131
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	802.36	22.98	624.19	30.32	89.14	58.50	720.22	26.24
Bicycle F_w / F_v	-3.64	1.00	-3.64	0.48	-3.64	0.10	-3.64	1.29

HCS Signalized Intersection Results Graphical Summary

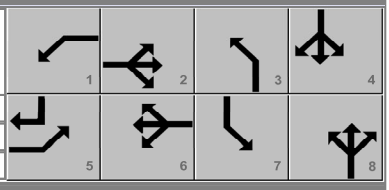
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.93
Urban Street		Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post AM.xus		
Project Description	2029 Post AM				



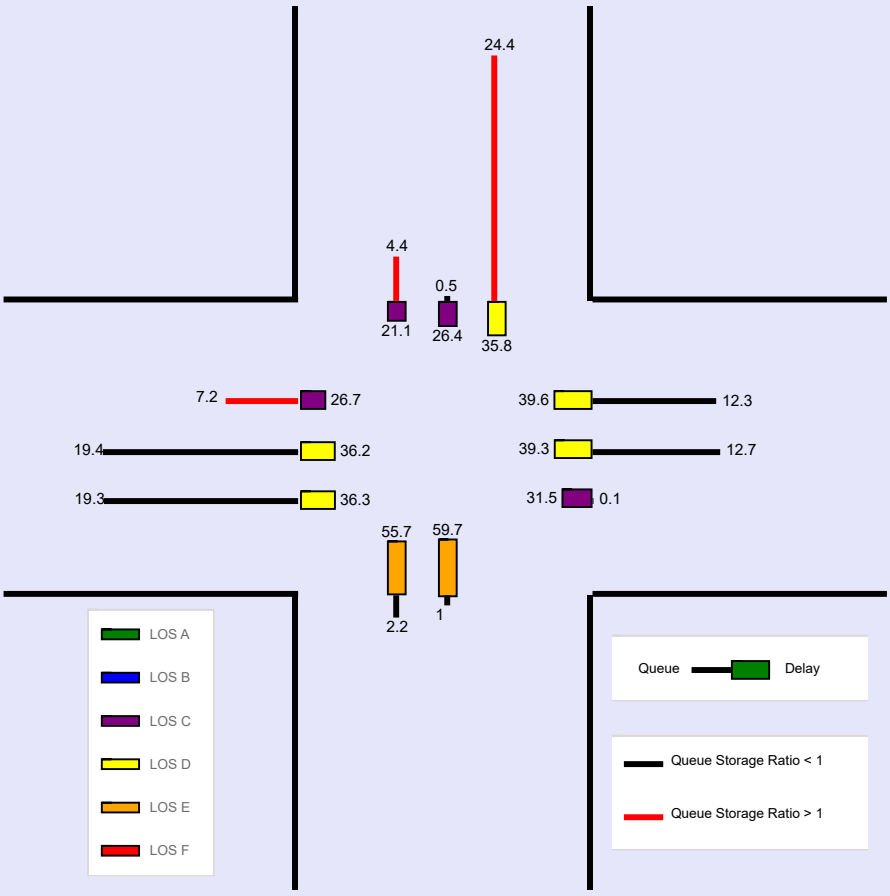
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	189	918	17	2	467	147	37	9	8	589	13	277

Signal Information			
Cycle, s	128.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	5.0	40.0	4.5	34.0	5.7
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	183	493	490	2	322	313	55	26		620	13	111
Back of Queue (*Q*), veh/ln (95 th percentile)	7.2	19.4	19.3	0.1	12.7	12.3	2.2	1.0		24.4	0.5	4.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.99	0.00	0.00	0.01	0.00	0.00	0.28	0.00		4.13	0.00	1.16
Control Delay (*d*), s/veh	26.7	36.2	36.3	31.5	39.3	39.6	55.7	59.7		35.8	26.4	21.1
Level of Service (LOS)	C	D	D	C	D	D	E	E		D	C	C
Approach Delay, s/veh / LOS	34.6		C	39.4		D	57.0		E	33.1		C
Intersection Delay, s/veh / LOS	35.7						D					



Darwin Blvd Autism Charter School
PM PEAK PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
SW Becker Rd & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	53	97	5	1	1	180	78	0	2	2	1	0	37	2	25	484
4:15 PM	4:30 PM	2	62	127	12	1	2	146	98	0	8	0	4	0	43	2	26	533
4:30 PM	4:45 PM	1	51	108	5	0	0	172	105	0	3	4	2	0	27	3	33	514
4:45 PM	5:00 PM	0	70	128	9	3	2	170	134	0	3	5	1	0	38	2	34	599
5:00 PM	5:15 PM	2	64	149	10	0	3	184	94	0	3	3	0	0	55	6	54	627
5:15 PM	5:30 PM	0	80	110	3	1	2	185	123	0	3	0	3	0	22	1	27	560
5:30 PM	5:45 PM	0	55	135	3	0	5	173	141	0	3	2	0	0	41	2	40	600
5:45 PM	6:00 PM	2	90	124	3	0	5	176	113	0	4	5	2	0	47	3	28	602
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	4	289	518	19	1	15	718	471	0	13	10	5	0	165	12	149	2389

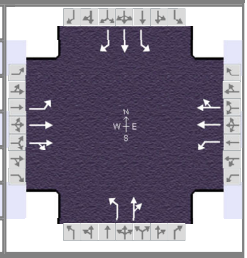
Count Taken:	1/28/2025
Buildout year:	2029
Growth Rate:	3.00%
PSCF	1.01
PHF	0.95

Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/28/2025	4	289	518	19	1	15	718	471	0	13	10	5	0	165	12	149
Peak Season Factor	0	3	5	0	0	0	7	5	0	0	0	0	0	2	0	1
Adjusted Volumes	4	292	523	19	1	15	725	476	0	13	10	5	0	167	12	150
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	1	37	66	2	0	2	91	60	0	2	1	1	0	21	2	19
2029 Volumes	**5**	**329**	**589**	**21**	**1**	**17**	**816**	**536**	**0**	**15**	**11**	**6**	**0**	**188**	**14**	**169**
2029 Pre Dev	5	329	589	21	1	17	816	536	0	15	11	6	0	188	14	169
Project Traffic	0	4	0	0	0	0	0	4		0	0	0		7	0	7
2029 Post Dev	**5**	**333**	**589**	**21**	**1**	**17**	**816**	**540**	**0**	**15**	**11**	**6**	**0**	**195**	**14**	**176**
Project Traffic Assignment		In						In			In			Out	Out	Out
	0%	21%	0%	0%	0%	0%	0%	21%	0%	0%	1%	0%	0%	21%	1%	21%

HCS Signalized Intersection Input Data

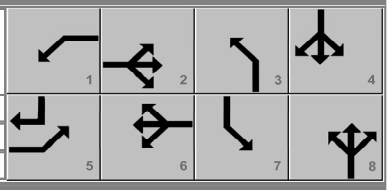
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.95
Urban Street		Analysis Year	2029	Analysis Period	1> 16:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post PM.xus		
Project Description	2029 Post PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	338	589	21	18	816	540	15	11	6	195	14	176

Signal Information			
Cycle, s	119.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	9.6	55.0	2.5	6.0	5.5
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	338	589	21	18	816	540	15	11	6	195	14	176
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None		0	L	
Heavy Vehicles (P_{HV}), %	2	2		2	2		2	2		2	2	2
Ped / Bike / RTOR, /h	0	0	0	0	0	70	0	0	0	0	0	150
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	185	0		185	0		200	0		150	0	95
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	40	40	40	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	55.0	25.0	55.0	20.0	20.0	20.0	20.0
Yellow Change Interval (*Y*), s	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Max	Off	Max	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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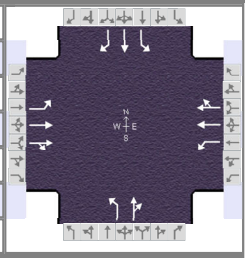
HCS Signalized Intersection Results Summary

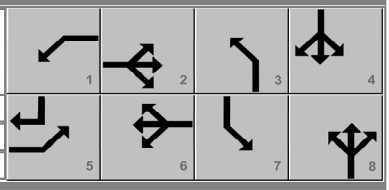
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.95
Urban Street		Analysis Year	2029	Analysis Period	1> 16:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post PM.xus		
Project Description	2029 Post PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	338	589	21	18	816	540	15	11	6	195	14	176

Signal Information			
Cycle, s	119.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	9.6	55.0	2.5	6.0	5.5
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	25.2	77.4	9.2	61.4	8.9	11.9	21.3	24.3
Change Period, ($Y+R_c$), s	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.2	3.1	3.2
Queue Clearance Time (g_s), s	18.4	12.2	2.7	43.4	3.0	3.2	14.7	3.5
Green Extension Time (g_e), s	0.4	4.8	0.0	3.9	0.0	0.1	0.2	0.1
Phase Call Probability	1.00	1.00	0.47	1.00	0.41	0.92	1.00	1.00
Max Out Probability	0.07	0.00	0.00	0.30	0.00	0.00	0.10	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	356	323	319	19	715	639	16	18		205	15	27
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1847	1781	1870	1642	1781	1759		1781	1870	1585
Queue Service Time (g_s), s	16.4	10.2	10.2	0.7	40.1	41.4	1.0	1.2		12.7	0.8	1.5
Cycle Queue Clearance Time (g_c), s	16.4	10.2	10.2	0.7	40.1	41.4	1.0	1.2		12.7	0.8	1.5
Green Ratio (g/C)	0.63	0.59	0.59	0.48	0.46	0.46	0.07	0.05		0.19	0.15	0.31
Capacity (c), veh/h	386	1109	1095	463	858	753	161	81		332	280	487
Volume-to-Capacity Ratio (X)	0.922	0.291	0.292	0.041	0.833	0.849	0.098	0.221		0.619	0.053	0.056
Back of Queue (Q), ft/ln (95 th percentile)	271	191	190	12	670	627	20	24		240	17	25
Back of Queue (Q), veh/ln (95 th percentile)	10.7	7.5	7.5	0.5	26.4	24.7	0.8	0.9		9.4	0.7	1.0
Queue Storage Ratio (RQ) (95 th percentile)	1.46	0.00	0.00	0.07	0.00	0.00	0.10	0.00		1.60	0.00	0.27
Uniform Delay (d_1), s/veh	33.2	12.0	12.0	16.3	28.4	28.8	52.7	55.1		44.9	43.7	29.3
Incremental Delay (d_2), s/veh	19.0	0.7	0.7	0.0	9.3	11.5	0.1	0.5		0.8	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	52.2	12.7	12.7	16.3	37.7	40.3	52.8	55.6		45.6	43.7	29.3
Level of Service (LOS)	D	B	B	B	D	D	D	E		D	D	C
Approach Delay, s/veh / LOS	26.8	C		38.6	D		54.3	D		43.7	D	
Intersection Delay, s/veh / LOS	34.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	2.32	B	2.42	B	2.31	B
Bicycle LOS Score / LOS	1.31	A	1.62	B	0.54	A	0.90	A

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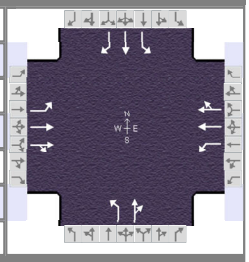
HCS Signalized Intersection Intermediate Values

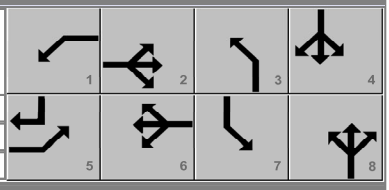
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.95
Urban Street		Analysis Year	2029	Analysis Period	1> 16:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post PM.xus		
Project Description	2029 Post PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	338	589	21	18	816	540	15	11	6	195	14	176

Signal Information			
Cycle, s	119.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	9.6	55.0	2.5	6.0	5.5
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



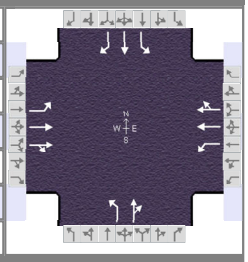
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.988	0.988		0.878	0.878		0.940	0.940		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3590	128	1781	2241	1271	1781	1138	621	1781	1870	1585
Proportion of Vehicles Arriving on Green (P)	0.16	0.59	0.59	0.02	0.46	0.46	0.02	0.05	0.05	0.12	0.15	0.15
Incremental Delay Factor (k)	0.27	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Green Ratio (g/C)	0.63	0.59	0.48	0.46	0.07	0.05	0.19	0.15
Permitted Saturation Flow Rate (s_p), veh/h/ln	403	0	787	0	1399	0	1395	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	57.0	0.0	55.0	0.0	5.5	0.0	7.5	0.0
Permitted Service Time (g_u), s	13.4	0.0	55.0	0.0	5.5	0.0	4.4	0.0
Permitted Queue Service Time (g_{ps}), s	13.4		0.0		0.0		0.5	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1585
Protected Right Effective Green Time (g_R), s								18.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	1.389	0.213	1.557	0.100	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.092	0.000	0.115	0.000	0.160	0.000	0.151
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1185.57	9.94	917.92	17.54	92.15	54.52	299.25	43.33
Bicycle F_w / F_v	-3.64	0.82	-3.64	1.13	-3.64	0.06	-3.64	0.41

HCS Signalized Intersection Results Graphical Summary

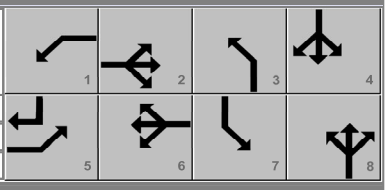
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Feb 4, 2025	Area Type	Other
Jurisdiction	PSL	Time Period		PHF	0.95
Urban Street		Analysis Year	2029	Analysis Period	1> 16:00
Intersection	Darwin Blvd & Becker Rd	File Name	2. Darwin & Becker Post PM.xus		
Project Description	2029 Post PM				



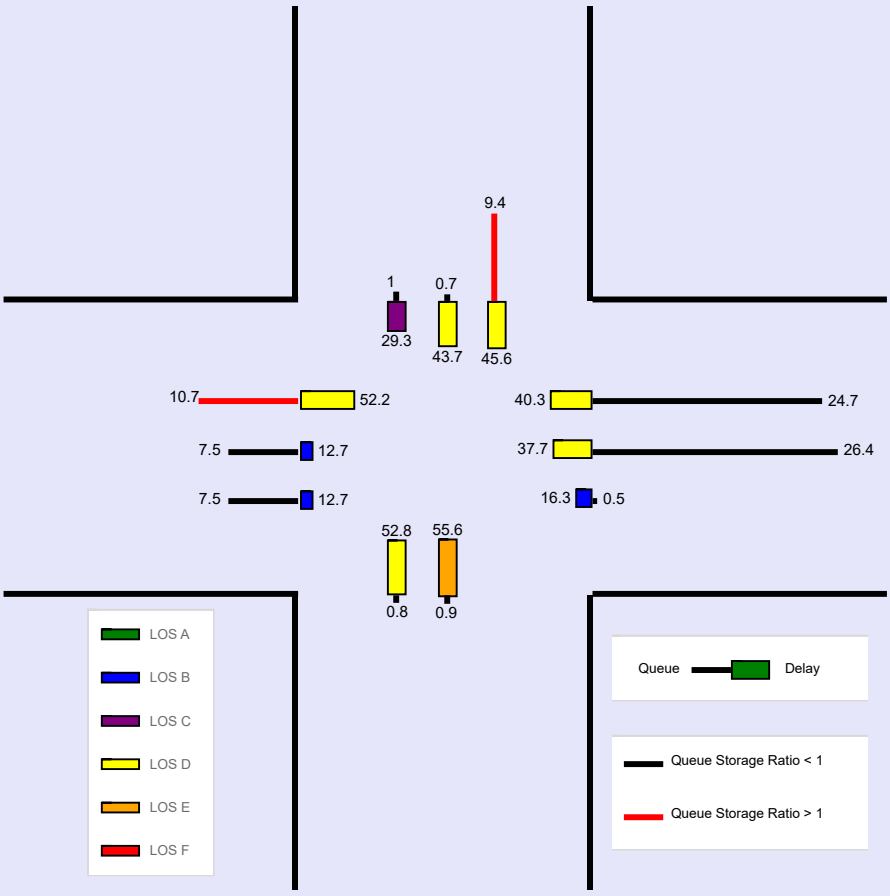
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	338	589	21	18	816	540	15	11	6	195	14	176

Signal Information			
Cycle, s	119.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	9.6	55.0	2.5	6.0	5.5
Yellow	4.4	4.4	4.4	4.4	4.4	4.4
Red	2.0	2.0	2.0	2.0	2.0	2.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	271	191	190	12	670	627	20	24		240	17	25
Back of Queue (*Q*), veh/ln (95 th percentile)	10.7	7.5	7.5	0.5	26.4	24.7	0.8	0.9		9.4	0.7	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.46	0.00	0.00	0.07	0.00	0.00	0.10	0.00		1.60	0.00	0.27
Control Delay (*d*), s/veh	52.2	12.7	12.7	16.3	37.7	40.3	52.8	55.6		45.6	43.7	29.3
Level of Service (LOS)	D	B	B	B	D	D	D	E		D	D	C
Approach Delay, s/veh / LOS	26.8	C		38.6	D		54.3	D		43.7	D	
Intersection Delay, s/veh / LOS	34.8						C					



Darwin Blvd Autism Charter School

AM PEAK PEAK HOUR TURNING MOVEMENTS

EXHIBIT 1

DW 1 & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	174	0	228
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	194	0	263
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	55	0	0	0	197	0	252
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	147	0	204
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	170	0	214
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	153	0	220
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	50	0	0	0	163	0	213
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	145	0	193
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	235	0	0	0	712	0	947

Count Taken:	1/28/2025		
Buildout year:	2029		
Growth Rate:	3.00%		
PSCF	1.01		
PHF	0.90	Adjusted PHF	0.92

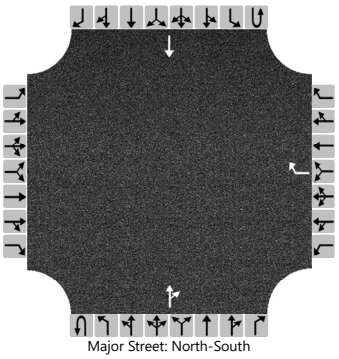
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
	ebu	**ebl**	**ebt**	**ebr**	**wbu**	**wbl**	**wbt**	**wbr**	**nbu**	**nbl**	**nbt**	**nbr**	**sbu**	**sbl**	**sbt**	**sbr**
1/28/2025	0	0	0	0	0	0	0	0	0	0	235	0	0	0	712	0
Peak Season Factor	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0
Adjusted Volumes	0	0	0	0	0	0	0	0	0	0	237	0	0	0	719	0
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	0	0	0	0	0	0	0	0	0	30	0	0	0	90	0
2029 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**267**	**0**	**0**	**0**	**809**	**0**
2029 Pre Dev	0	0	0	0	0	0	0	0	0	0	267	0	0	0	809	0
Project Traffic	0	0	0	0	0	0	0	67		0	29	44		0	108	0
2029 Post Dev	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**0**	**296**	**44**	**0**	**0**	**917**	**0**
								Out			Out	In			In	
Project Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	17%	23%	0%	0%	57%	0%

HCS Two-Way Stop-Control Report

General Information

Analyst	MEP	Intersection	Darwin Blvd & DW 1
Agency/Co.	MEP	Jurisdiction	PSL
Date Performed	2/4/2025	East/West Street	Darwin Blvd
Analysis Year	2029	North/South Street	DW 1
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Post AM		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	1	0	0	0	1	0
Configuration								R				TR			T	
Volume (veh/h)								67			296	44			917	
Percent Heavy Vehicles (%)								2								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								6.2								
Critical Headway (sec)								6.22								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								73								
Capacity, c (veh/h)								697								
v/c Ratio								0.10								
95% Queue Length, Q_{95} (veh)								0.3								
95% Queue Length, Q_{95} (ft)								7.6								
Control Delay (s/veh)								10.8								
Level of Service (LOS)								B								
Approach Delay (s/veh)					10.8											
Approach LOS					B											

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Darwin Blvd Autism Charter School
PM PEAK PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
DW 1 & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	133	0	0	0	64	0	197
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	160	0	0	0	71	0	231
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	160	0	0	0	63	0	223
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	209	0	0	0	74	0	283
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	161	0	0	0	115	0	276
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	203	0	0	0	50	0	253
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	198	0	0	0	83	0	281
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	208	0	0	0	78	0	286
		0	0	0	0	0	0	0	0	0	0	1432	0	0	0	598	0	2030
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	770	0	0	0	326	0	1096

Count Taken:	1/28/2025
Buildout year:	2029
Growth Rate:	3.00%
PSCF	1.01
PHF	0.96

Adjusted PHF 0.95

	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/28/2025	0	0	0	0	0	0	0	0	0	0	770	0	0	0	326	0
Peak Season Factor	0	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0
Adjusted Volumes	0	0	0	0	0	0	0	0	0	0	778	0	0	0	329	0
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	0	0	0	0	0	0	0	0	0	98	0	0	0	41	0
2029 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**876**	**0**	**0**	**0**	**370**	**0**
2029 Pre Dev	0	0	0	0	0	0	0	0	0	0	876	0	0	0	370	0
Project Traffic	0	0	0	0	0	0	0	48		0	21	27		0	66	0
2029 Post Dev	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**897**	**27**	**0**	**0**	**436**	**0**
Project Traffic Assignment								Out			Out	In			In	
	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	17%	23%	0%	0%	57%	0%

HCS Two-Way Stop-Control Report

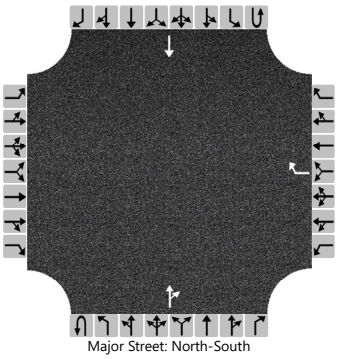
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	2/4/2025
Analysis Year	2029
Time Analyzed	
Intersection Orientation	North-South
Project Description	Post PM

Site Information

Intersection	Darwin Blvd & DW 1
Jurisdiction	PSL
East/West Street	Darwin Blvd
North/South Street	DW 1
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	1	0	0	0	1	0
Configuration								R				TR			T	
Volume (veh/h)								48			897	27			436	
Percent Heavy Vehicles (%)								2								
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)								6.2								
Critical Headway (sec)								6.22								
Base Follow-Up Headway (sec)								3.3								
Follow-Up Headway (sec)								3.32								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								51								
Capacity, c (veh/h)								312								
v/c Ratio								0.16								
95% Queue Length, Q_{95} (veh)								0.6								
95% Queue Length, Q_{95} (ft)								15.2								
Control Delay (s/veh)								18.8								
Level of Service (LOS)								C								
Approach Delay (s/veh)					18.8											
Approach LOS					C											

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Darwin Blvd Autism Charter School

AM PEAK PEAK HOUR TURNING MOVEMENTS

EXHIBIT 1

DW 2 & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	174	0	228
7:15 AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	194	0	263
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	55	0	0	0	197	0	252
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	147	0	204
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	170	0	214
8:15 AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	153	0	220
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	50	0	0	0	163	0	213
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	145	0	193
Peak Hour Traffic Volume																		
7:00 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	235	0	0	0	712	0	947

Count Taken:	1/28/2025		
Buildout year:	2029		
Growth Rate:	3.00%		
PSCF	1.01		
PHF	0.90	Adjusted PHF	0.92

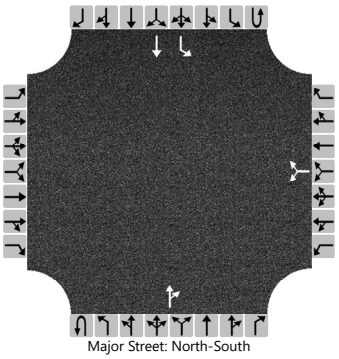
	ebu	**ebl**	**ebt**	**ebr**	**wbu**	**wbl**	**wbt**	**wbr**	**nbu**	**nbl**	**nbt**	**nbr**	**sbu**	**sbl**	**sbt**	**sbr**
1/28/2025	0	0	0	0	0	0	0	0	0	0	235	0	0	0	712	0
Peak Season Factor	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	0
Adjusted Volumes	0	0	0	0	0	0	0	0	0	0	237	0	0	0	719	0
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	0	0	0	0	0	0	0	0	0	30	0	0	0	90	0
2029 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**267**	**0**	**0**	**0**	**809**	**0**
2029 Pre Dev	0	0	0	0	0	0	0	0	0	0	267	0	0	0	809	0
Project Traffic	0	0	0	0	0	72	0	29		0	44	38		108	0	0
2029 Post Dev	**0**	**0**	**0**	**0**	**0**	**72**	**0**	**29**	**0**	**0**	**311**	**38**	**0**	**108**	**809**	**0**
						Out		Out			In	In		In		
Project Traffic Assignment	0%	0%	0%	0%	0%	43%	0%	17%	0%	0%	23%	20%	0%	57%	0%	0%

HCS Two-Way Stop-Control Report

General Information

Analyst	MEP	Intersection	Darwin Blvd & DW 2
Agency/Co.	MEP	Jurisdiction	PSL
Date Performed	2/4/2025	East/West Street	Darwin Blvd
Analysis Year	2029	North/South Street	DW 2
Time Analyzed		Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Post AM		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						72		29			311	38		108	809	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							110							117		
Capacity, c (veh/h)							164							1179		
v/c Ratio							0.67							0.10		
95% Queue Length, Q_{95} (veh)							3.9							0.3		
95% Queue Length, Q_{95} (ft)							99.1							7.6		
Control Delay (s/veh)							62.6							8.4		
Level of Service (LOS)							F							A		
Approach Delay (s/veh)					62.6								1.0			
Approach LOS					F								A			

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Darwin Blvd Autism Charter School
PM PEAK PEAK HOUR TURNING MOVEMENTS
EXHIBIT 1
DW 2 & SW Darwin Blvd

		ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr	totals
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	133	0	0	0	64	0	197
4:15 PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	160	0	0	0	71	0	231
4:30 PM	4:45 PM	0	0	0	0	0	0	0	0	0	0	160	0	0	0	63	0	223
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	209	0	0	0	74	0	283
5:00 PM	5:15 PM	0	0	0	0	0	0	0	0	0	0	161	0	0	0	115	0	276
5:15 PM	5:30 PM	0	0	0	0	0	0	0	0	0	0	203	0	0	0	50	0	253
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	198	0	0	0	83	0	281
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	208	0	0	0	78	0	286
		0	0	0	0	0	0	0	0	0	0	1432	0	0	0	598	0	2030
Peak Hour Traffic Volume																		
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	770	0	0	0	326	0	1096

Count Taken:	1/28/2025		
Buildout year:	2029		
Growth Rate:	3.00%		
PSCF	1.01		
PHF	0.96	Adjusted PHF	0.95

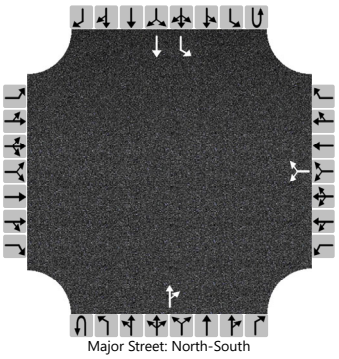
	ebu	ebl	ebt	ebr	wbu	wbl	wbt	wbr	nbu	nbl	nbt	nbr	sbu	sbl	sbt	sbr
1/28/2025	0	0	0	0	0	0	0	0	0	0	770	0	0	0	326	0
Peak Season Factor	0	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0
Adjusted Volumes	0	0	0	0	0	0	0	0	0	0	778	0	0	0	329	0
	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
2029 Growth 3%	0	0	0	0	0	0	0	0	0	0	98	0	0	0	41	0
2029 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**876**	**0**	**0**	**0**	**370**	**0**
2029 Pre Dev	0	0	0	0	0	0	0	0	0	0	876	0	0	0	370	0
Project Traffic	0	0	0	0	0	52	0	21		0	27	23		66	0	0
2029 Post Dev	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**21**	**0**	**0**	**903**	**23**	**0**	**66**	**370**	**0**
Project Traffic Assignment	0%	0%	0%	0%	0%	Out 43%	0%	Out 17%	0%	0%	In 23%	In 20%	0%	In 57%	0%	0%

HCS Two-Way Stop-Control Report

General Information

Analyst	MEP	Intersection	Darwin Blvd & DW 2
Agency/Co.	MEP	Jurisdiction	PSL
Date Performed	2/4/2025	East/West Street	Darwin Blvd
Analysis Year	2029	North/South Street	DW 2
Time Analyzed		Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Post PM		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	1	1	0
Configuration							LR					TR		L	T	
Volume (veh/h)						52		21			903	23		66	370	
Percent Heavy Vehicles (%)						2		2						2		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.42		6.22						4.12		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.52		3.32						2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							77							69		
Capacity, c (veh/h)							149							708		
v/c Ratio							0.52							0.10		
95% Queue Length, Q_{95} (veh)							2.5							0.3		
95% Queue Length, Q_{95} (ft)							63.5							7.6		
Control Delay (s/veh)							52.7							10.6		
Level of Service (LOS)							F							B		
Approach Delay (s/veh)					52.7								1.6			
Approach LOS					F								A			

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Land Use: 536
Charter Elementary School

Description

A charter elementary school is an elementary school that is publicly funded and privately managed. The school serves students attending kindergarten through the fifth, sixth, or eighth grade. The school may also offer extended care and day care. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 2010s in Arizona, Florida, Minnesota, Nevada, New Jersey, Tennessee, Texas, and Utah.

Source Numbers

866, 905, 906, 953, 954, 1029, 1039, 1051, 1055

Charter Elementary School
(536)

Vehicle Trip Ends vs: Students
On a: Weekday

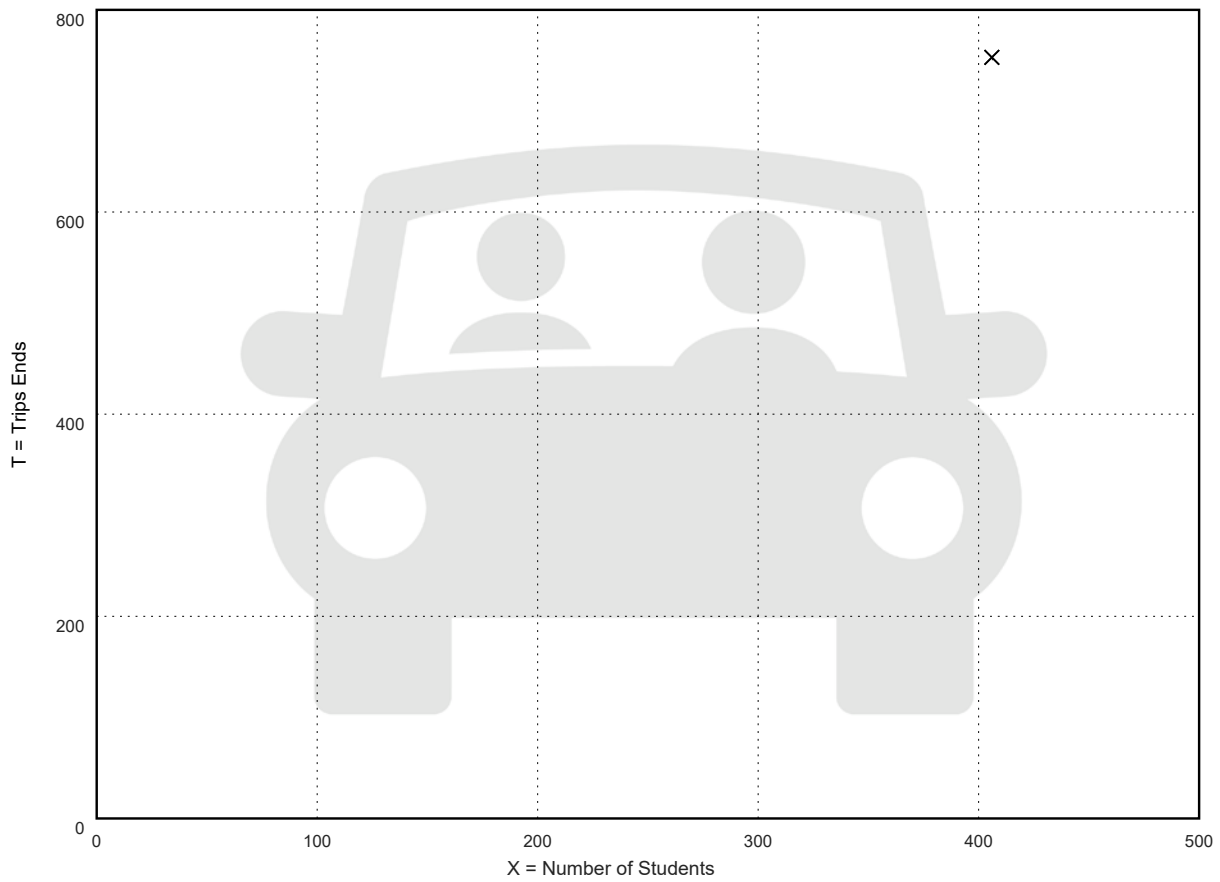
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Students: 406
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.85	1.85 - 1.85	***

Data Plot and Equation

Caution – Small Sample Size



× **Study Site**

– – – – – **Average Rate**

Fitted Curve Equation: Not Given

R^2= *

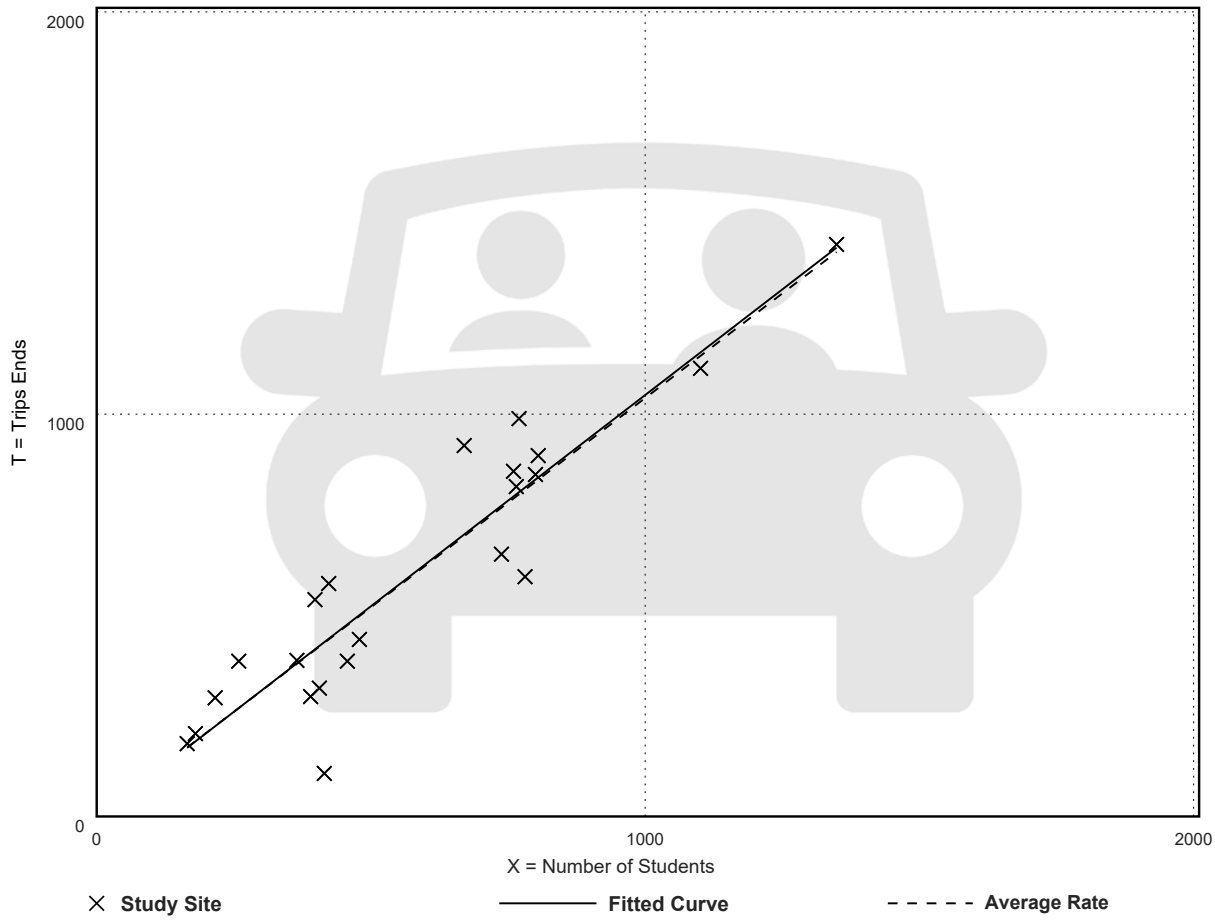
Charter Elementary School
(536)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Students: 577
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.04	0.26 - 1.49	0.24

Data Plot and Equation



Fitted Curve Equation: T = 1.05(X) - 2.46

R^2= 0.86

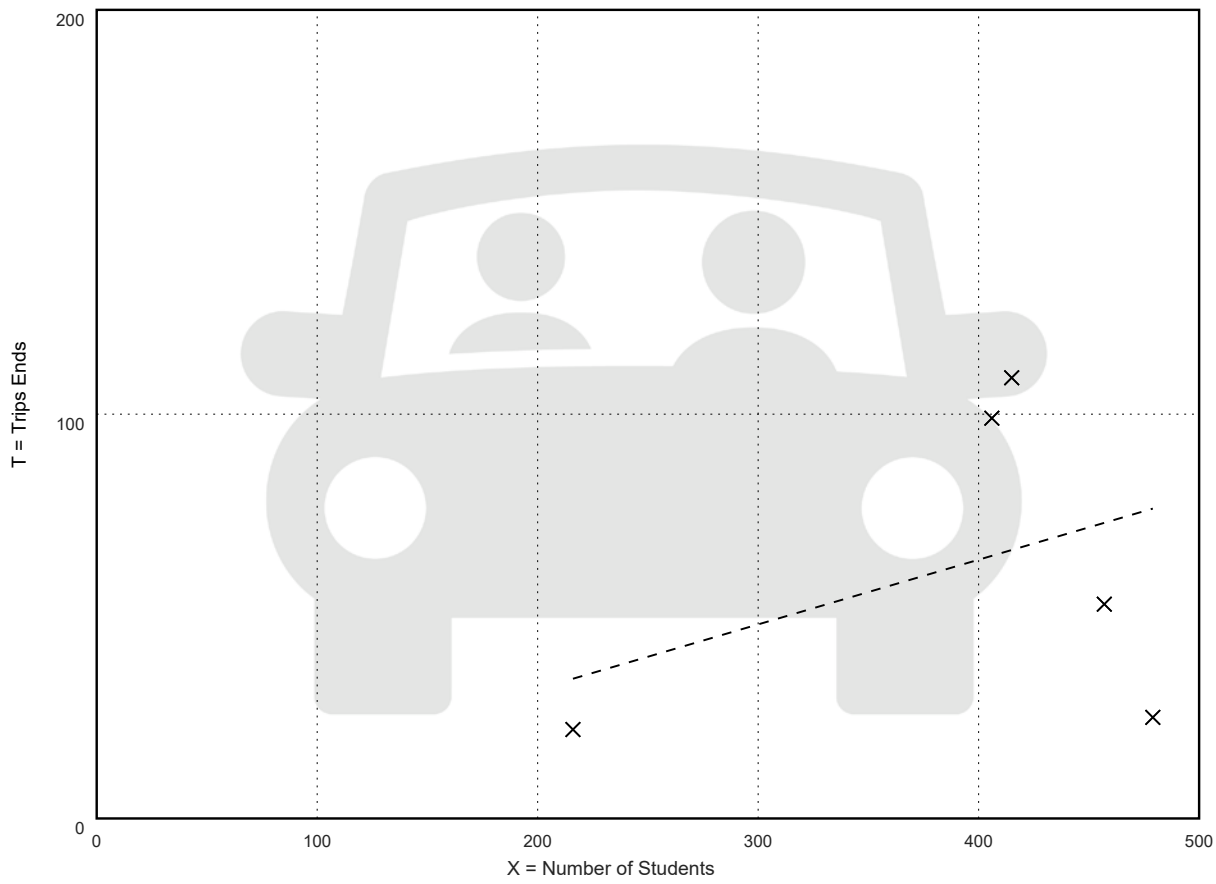
Charter Elementary School
(536)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Students: 395
Directional Distribution: 35% entering, 65% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.16	0.05 - 0.26	0.10

Data Plot and Equation



× **Study Site**

- - - - - **Average Rate**

Fitted Curve Equation: Not Given

R^2= ***

Charter Elementary School
(536)

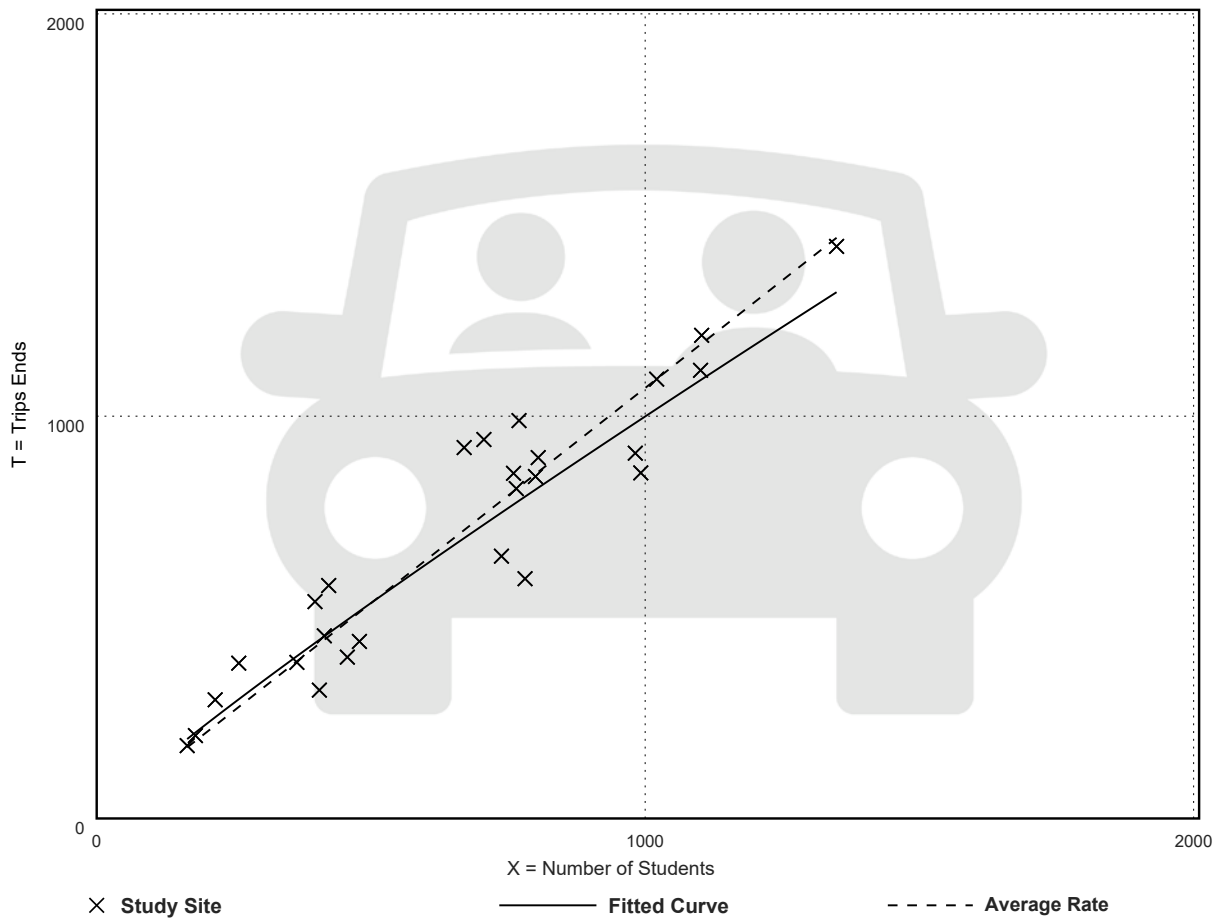
Vehicle Trip Ends vs: Students
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. Num. of Students: 658
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.07	0.76 - 1.49	0.18

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.90 Ln(X) + 0.69

R^2= 0.90

Charter Elementary School
(536)

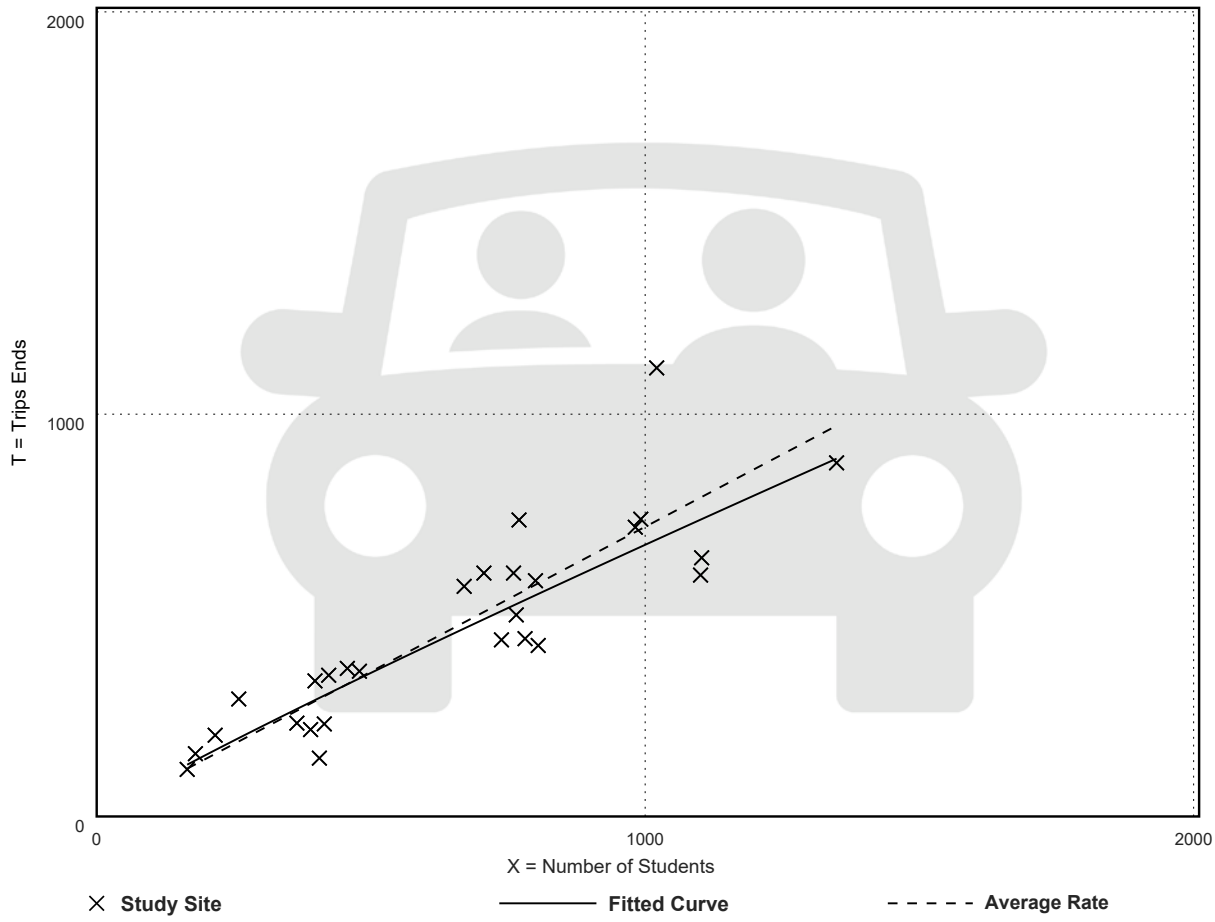
Vehicle Trip Ends vs: Students
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Students: 648
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.72	0.36 - 1.13	0.17

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.16

R^2= 0.82

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Property Identification

Site Address: TBD
Sec/Town/Range: 32/37S/40E
Parcel ID: 4432-500-0001-000-1
Jurisdiction: Port Saint Lucie

Use Type: 1000
Account #: 396300
Map ID: 44/32N
Zoning:

Ownership

Port Saint Lucie School of Autism LLC

8020 Wiles Road
Coral Springs, FL 33067

Legal Description

PARCEL 1 REPLAT (PB 125-15) LOT 1 (6.276 AC - 273,384 SF)

Current Values

Just/Market Value:
Assessed Value:
Exemptions:
Taxable Value:

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):	6.28
Land Size (SF):	273,384

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	160	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 24, 2024	5249 / 1023	0117	WD	Family Life Worship Center Inc	$1,050,000

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building and SFYI:
Land:

Current Year Exemption Value Breakdown

Just/Market:

Ag Credit:

Save Our Homes or
10% Cap:

Assessed:

Exemption(s):

Taxable:

Current Year Special Assessment Breakdown

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

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

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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Property Identification

Site Address: 4311 SW DARWIN BLVD
Sec/Town/Range: 32/37S/40E
Parcel ID: 4432-500-0002-000-8
Jurisdiction: Port Saint Lucie

Use Type: 7100
Account #: 396301
Map ID: 44/32N
Zoning:

Ownership

Family Life Worship Center Inc

4311 SW Darwin BLVD
Port Saint Lucie, FL 34953-6071

Image or Sketch unavailable for display

Legal Description

PARCEL 1 REPLAT (PB 125-15) LOT 2 (3.388 AC - 147,593 SF)

Current Values

Just/Market Value:
Assessed Value:
Exemptions:
Taxable Value:

Property taxes are subject to change upon change of ownership.

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

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

Total Areas

Finished/Under Air (SF):	7,632
Gross Sketched Area (SF):	8,708
Land Size (acres):	3.39
Land Size (SF):	147,593

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	160	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price

Building Information (1 of 2)

Finished Area: 4,104 SF

Gross Sketched Area: 4,436 SF

Exterior Data

View:
Building Type: CH4
Grade: Y_D
Story Height: 1 Story

Roof Cover: Metal
Year Built: 2001
Effective Year: 2001
No. Units: 1

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

Interior Data

Bedrooms: 0

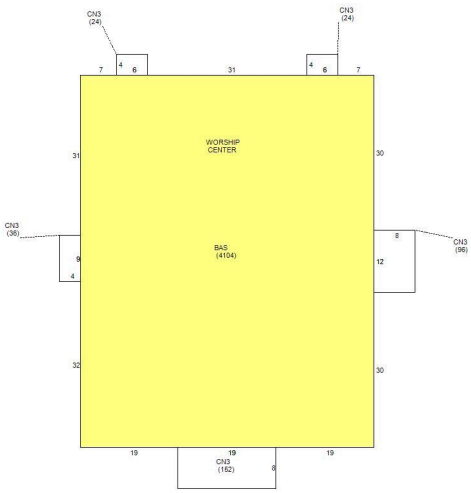
Electric: AVERAGE

Primary Int Wall:

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

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

Avg Hgt/Floor: 0
Primary Floors: Vinyl Tiles
Sprinkled %: 100%



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	4104	4104	258
CN3	CANOPY	332	0	160

Building Information (2 of 2)

Finished Area: 3,528 SF

Gross Sketched Area: 4,272 SF

Exterior Data

View:
Building Type: CH4
Grade: Y_D
Story Height: 1 Story

Roof Cover: Metal
Year Built: 2001
Effective Year: 2001
No. Units: 1

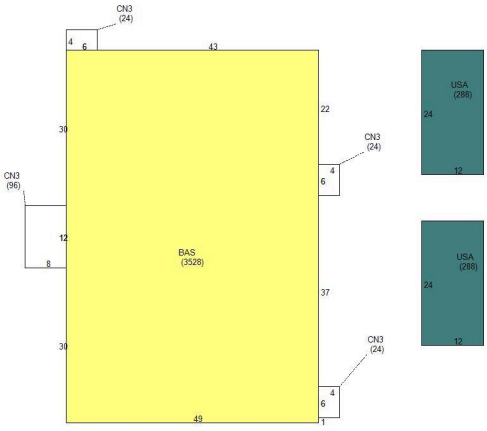
Roof Structure: Hip
Frame:
Primary Wall: CB Stucco
Secondary Wall:

Interior Data

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

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

Primary Int Wall:
Avg Hgt/Floor: 0
Primary Floors: Vinyl Tiles
Sprinkled %: 100%



Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter
BAS	BASE AREA	3528	3528	242
CN3	CANOPY	168	0	100
USA	Utility Shed Average	576	0	144

Special Features and Yard Items

Type	Qty	Units	Year Blt
Fen WoodSB 6'	1	44	2001
CONCRETE LOW	1	2547	2001
CEMENT CURB	1	866	2001
Fen WoodSB 6'	1	52	2001
ASP2 LOW	1	17504	2001
SINGLE LIGHT	1	2	2001
DOUBLE LIGHT	1	2	2001
CHAINLINK 6'	1	160	2011

Current Year Values

Current Values Breakdown

Building and SFYI:

Land:

Just/Market:

Ag Credit:

Save Our Homes or 10% Cap:

Assessed:

Exemption(s):

Taxable:

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

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

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

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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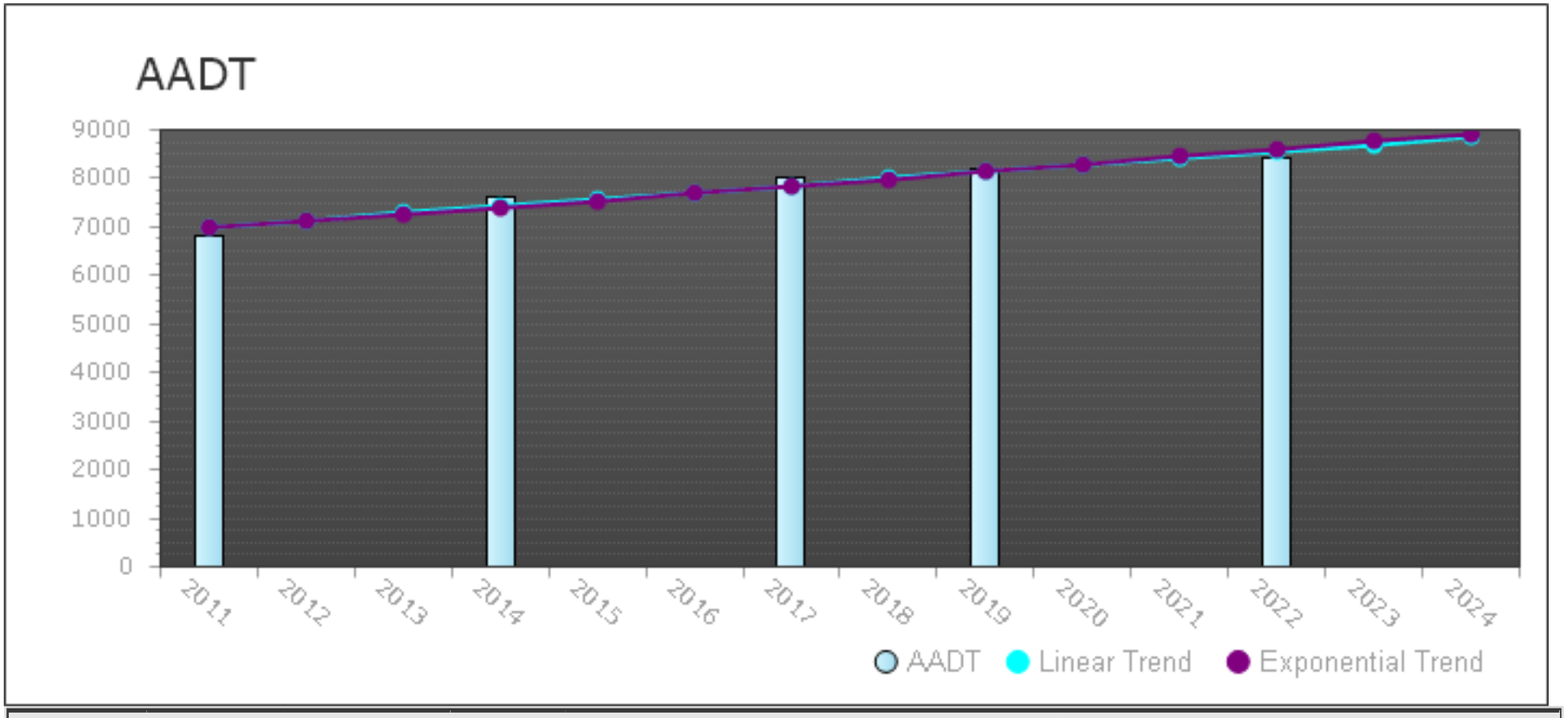
Station 713

TULIP BLVD 0.25 MILES EAST OF PT ST LUCIE BLVD

Linear Growth = 1.60%
Exponential Growth = 1.85%

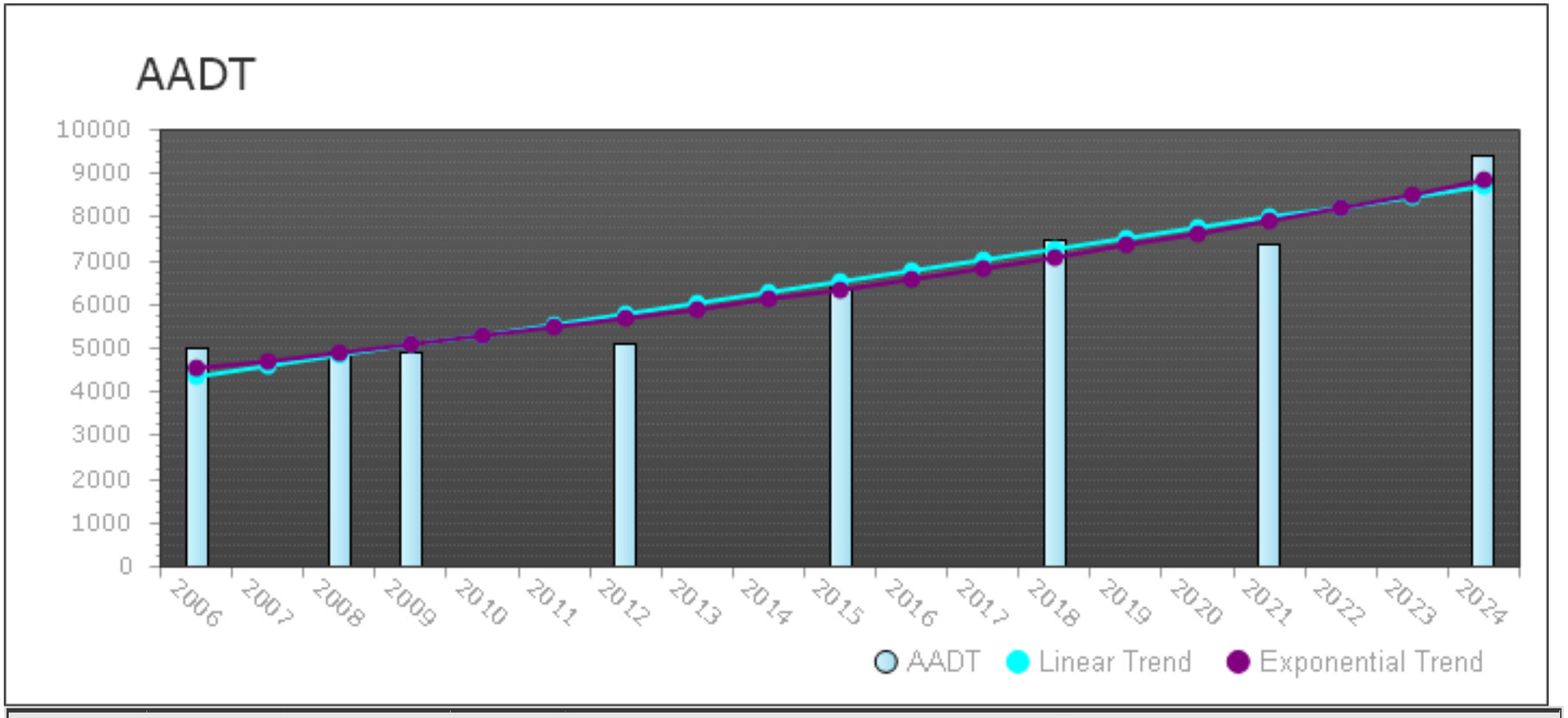


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2022	713	8400	0.1	0.5925	0	659	779
2019	713	8200	0.101	0.5515	0	573	778
2017	713	8000	0.1	0.5605	0	585	699
2014	713	7600	0.095	0.6025	0	655	664
2011	713	6800	0.098	0.576	0	521	609

Station 235

DARWIN BLVD 470 FEET NORTH OF BECKER RD

Linear Growth = 2.80%
Exponential Growth = 3.63%

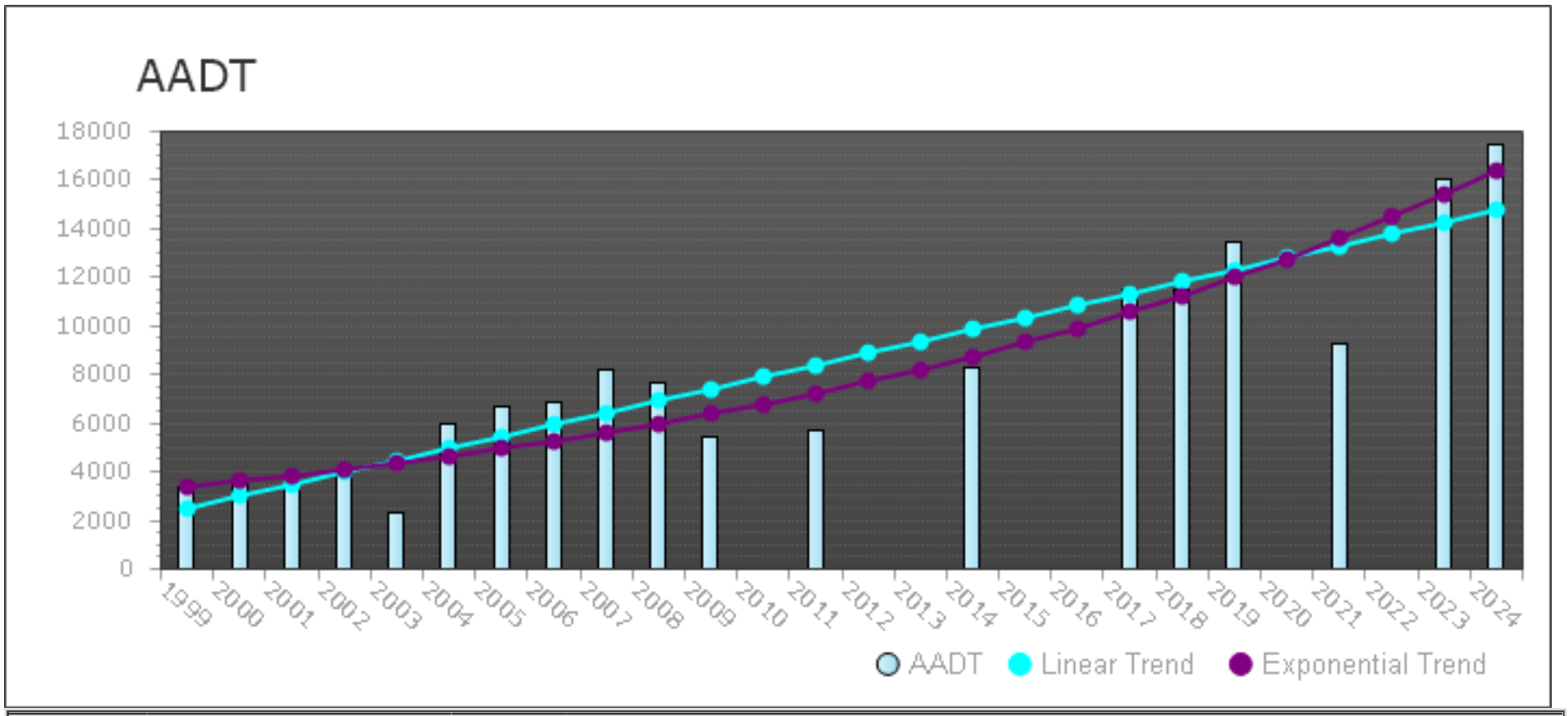


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	235	9400	0.111	0.6855	0	946	960
2021	235	7400	0.108	0.763	0	714	737
2018	235	7500	0.12	0.734	0	849	824
2015	235	6400	0.121	0.7015	0	711	668
2012	235	5100	0.116	0.692	0	544	515
2009	235	4900	0.112	0.772		499	491
2008	235	4900	0.126	0.797		389	568
2006	235	5000	0.124	0.746		452	578

Station 302

BECKER RD 800 FEET EAST OF PT ST LUCIE BLVD

Linear Growth = 3.32%
Exponential Growth = 6.09%

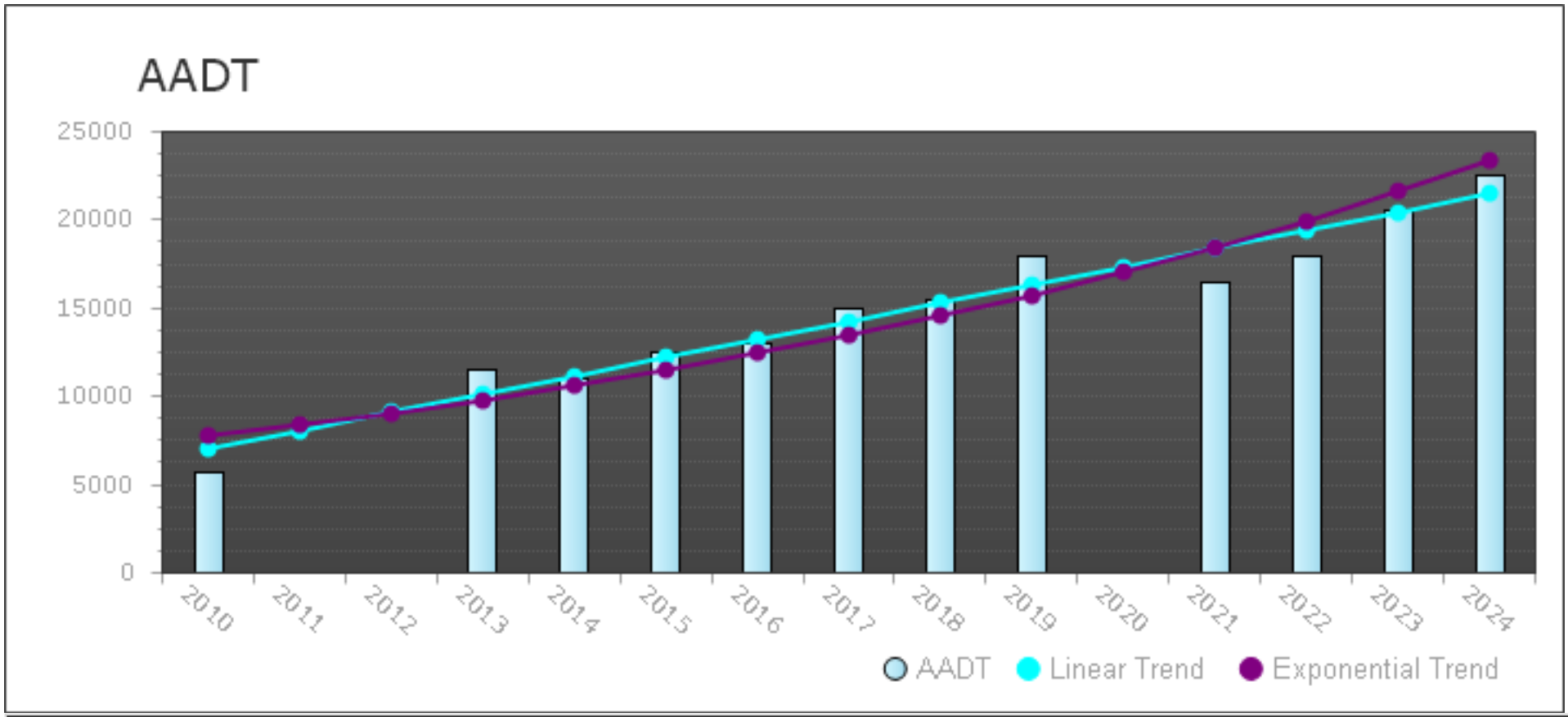


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	302	17500	0.11	0.5065	0	1574	1761
2023	302	16000	0.107	0.527	0	1510	1578
2021	302	9300	0.108	0.741	0	908	935
2019	302	13500	0.122	0.5115	0	1541	1427
2018	302	11500	0.117	0.528	0	1212	1254
2017	302	11500	0.118	0.5055	0	1157	1205
2014	302	8300	0.12	0.5195	0	912	849
2011	302	5700	0.116	0.564	0	600	608
2009	302	5400	0.11	0.719		548	535
2008	302	7700	0.117	0.782		803	830
2007	302	8200	0.116	0.765		865	877
2006	302	6900	0.102	0.727		616	646
2005	302	6700	0.107	0.716		627	655
2004	302	6000	0.109	0.729		594	566
2003	302	2300	0.182	1		378	141
2002	302	3800	0.129	0.787		448	407
2001	302	3300	0.121	0.728		346	360
2000	302	3500	0.12	0.792		371	388
1999	302	3400	0.125	0.779		374	355

Station 626

BECKER RD 680 FEET EAST OF SAVONA BLVD

Linear Growth = 4.80%
Exponential Growth = 7.57%

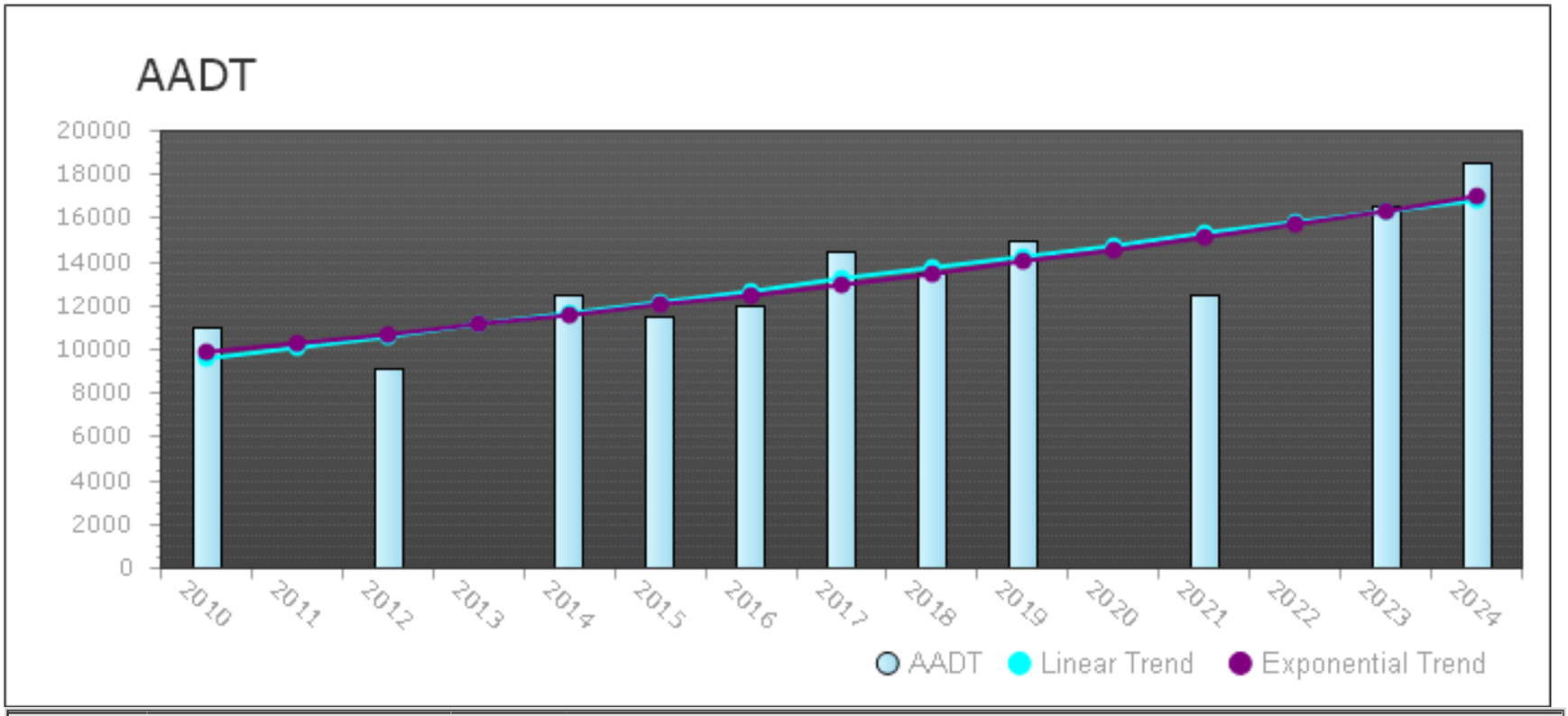


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	626	22500	0.105	0.562	0	2117	2190
2023	626	20500	0.11	0.563	0	2111	1990
2022	626	18000	0.109	0.575	0	1727	1829
2021	626	16500	0.106	0.566	0	1287	1605
2019	626	18000	0.111	0.5425	0	1858	1901
2018	626	15500	0.113	0.561	0	1641	1663
2017	626	15000	0.118	0.5695	0	1496	1599
2016	626	13000	0.114	0.5525	0	1378	1370
2015	626	12500	0.12	0.535	0	1334	1359
2014	626	11000	0.121	0.537	0	1206	1166
2013	626	11500			0	1246	1264
2010	626	5700	0.118	0.538	0	588	619

Station 627

BECKER RD E. OF DARWIN BLVD

Linear Growth = 3.07%
Exponential Growth = 3.77%

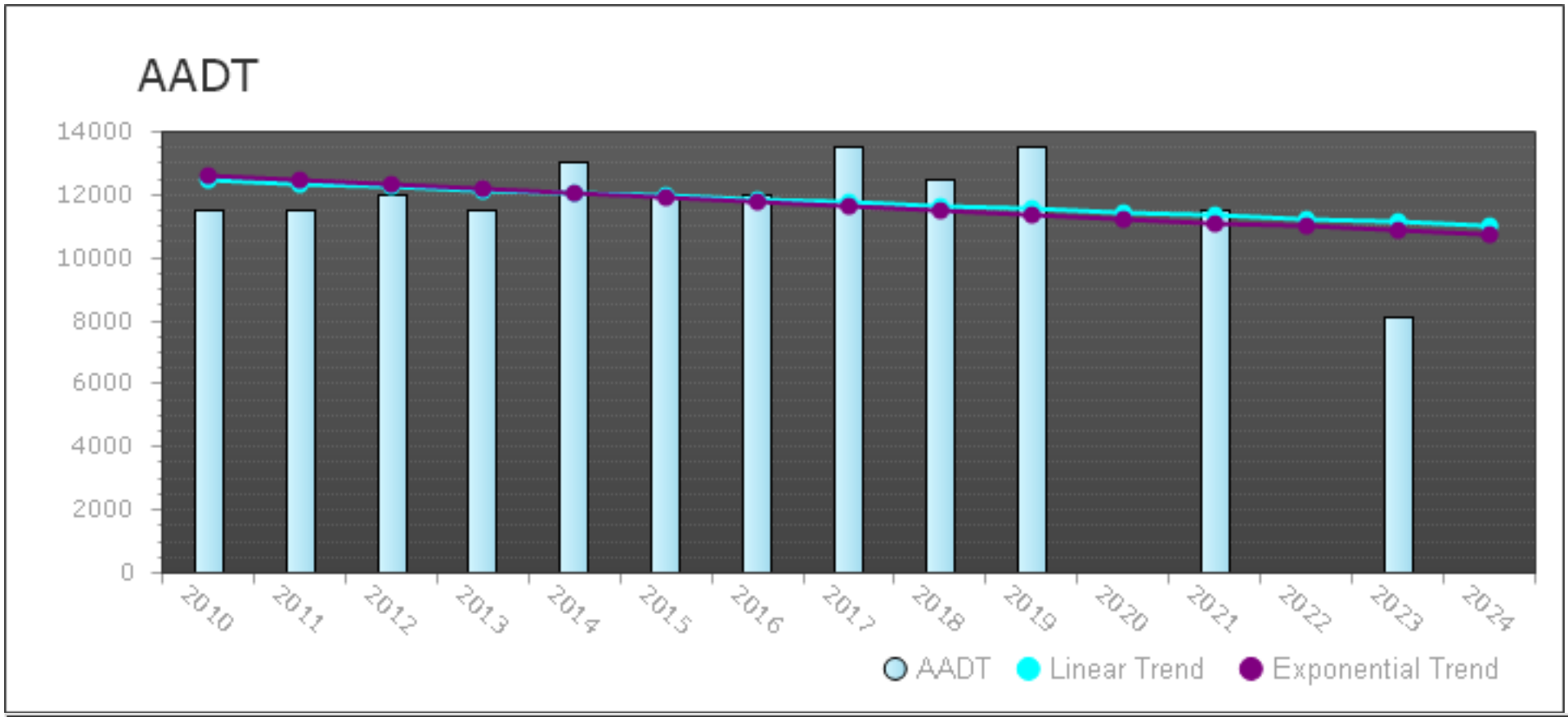


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2024	627	18500	0.113	0.629	0	1842	1942
2023	627	16500	0.112	0.633	0	1696	1626
2021	627	12500	0.113	0.652	0	1052	1324
2019	627	15000	0.129	0.643	0	1820	1667
2018	627	13500	0.121	0.6715	0	1367	1444
2017	627	14500	0.124	0.6435	0	1609	1530
2016	627	12000	0.116	0.616	0	1279	1300
2015	627	11500	0.116	0.616	0	1304	1326
2014	627	12500	0.121	0.737	0	1387	1361
2012	627	9100	0.121	0.687	0	1012	916
2010	627	11000	0.119	0.748	0	1125	1180

Station 659

DARWIN BLVD 685 FEET EAST OF PT ST LUCIE BLVD

Linear Growth = -0.92%
Exponential Growth = -1.15%

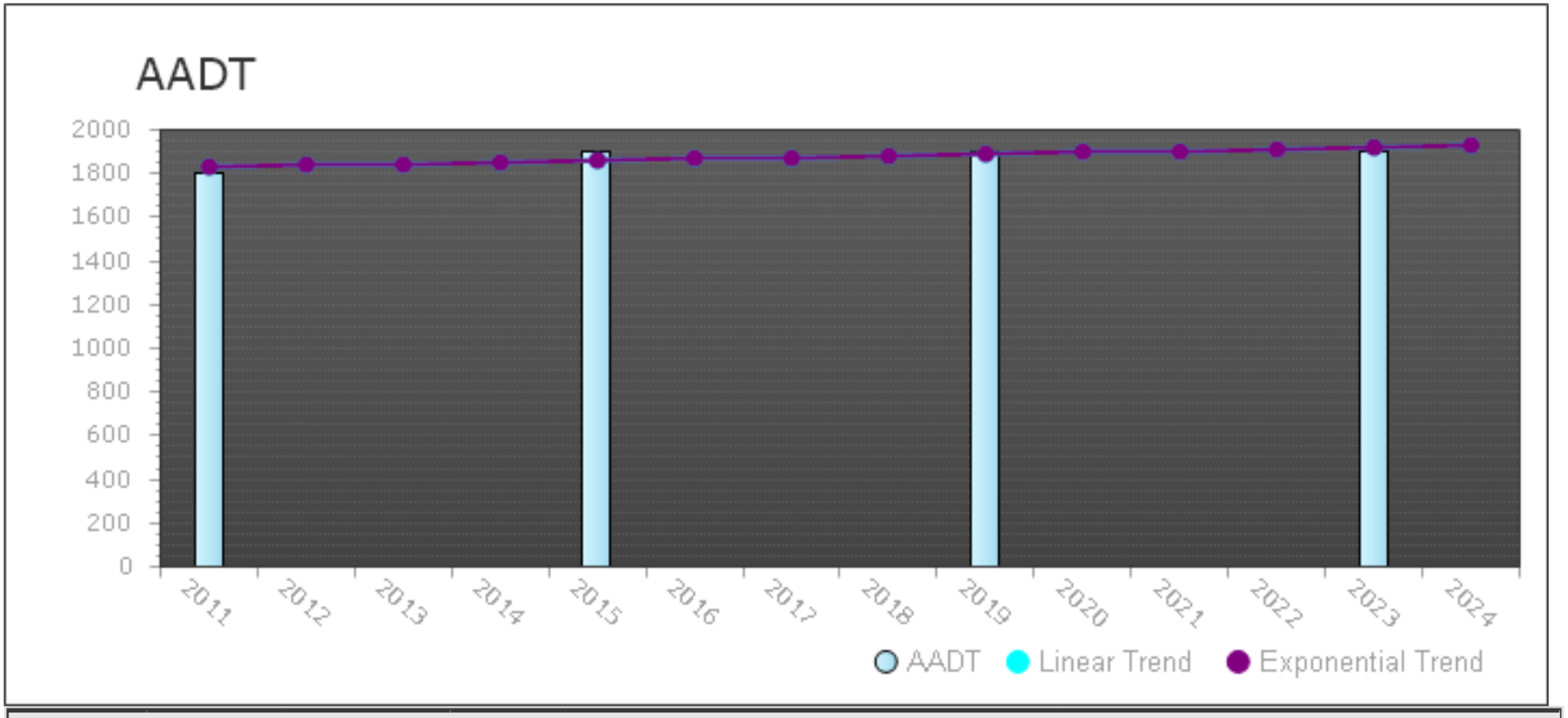


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	659	8100	0.089	0.5515	0	664	623
2021	659	11500	0.09	0.5195	0	902	968
2019	659	13500	0.096	0.547	0	1136	1215
2018	659	12500	0.091	0.525	0	960	951
2017	659	13500	0.1	0.53	0	1181	1119
2016	659	12000	0.096	0.5385	0	1078	1039
2015	659	12000	0.101	0.539	0	1016	1133
2014	659	13000	0.094	0.546	0	1114	1117
2013	659	11500			0	1027	1122
2012	659	12000	0.106	0.6125	0	990	1155
2011	659	11500	0.113	0.59	0	962	1194
2010	659	11500	0.101	0.54	0	890	1036

Station 723

PAAR DR E OF DARWIN BLVD

Linear Growth = 0.36%
Exponential Growth = 0.36%

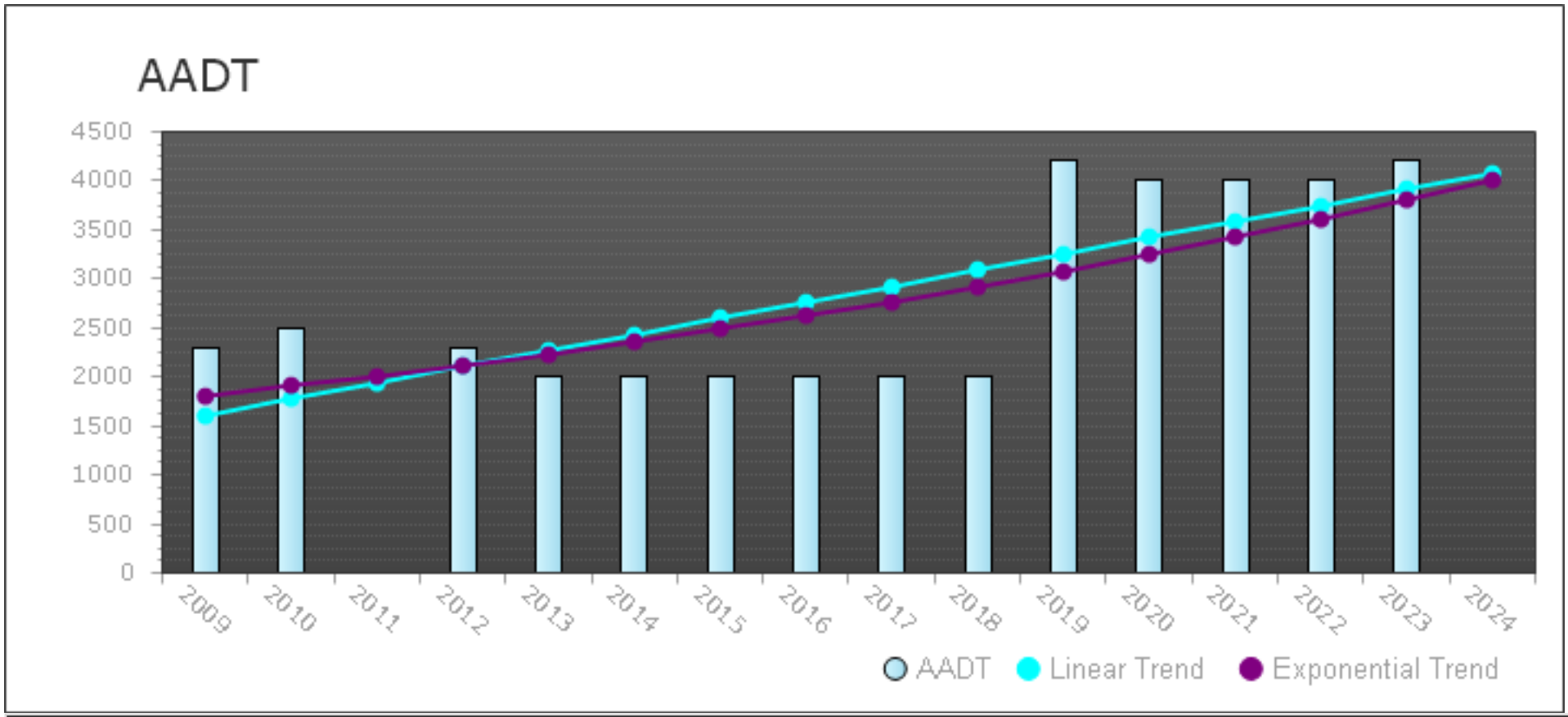


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	723	1900	0.111	0.602	0	195	196
2019	723	1900	0.111	0.601	0	168	199
2015	723	1900	0.103	0.5905	0	176	180
2011	723	1800	0.117	0.646	0	172	195

Station 947057

ON PARR DR - W. OF DARWIN BLVD (COUNTY 209)

Linear Growth = 4.02%
Exponential Growth = 5.18%

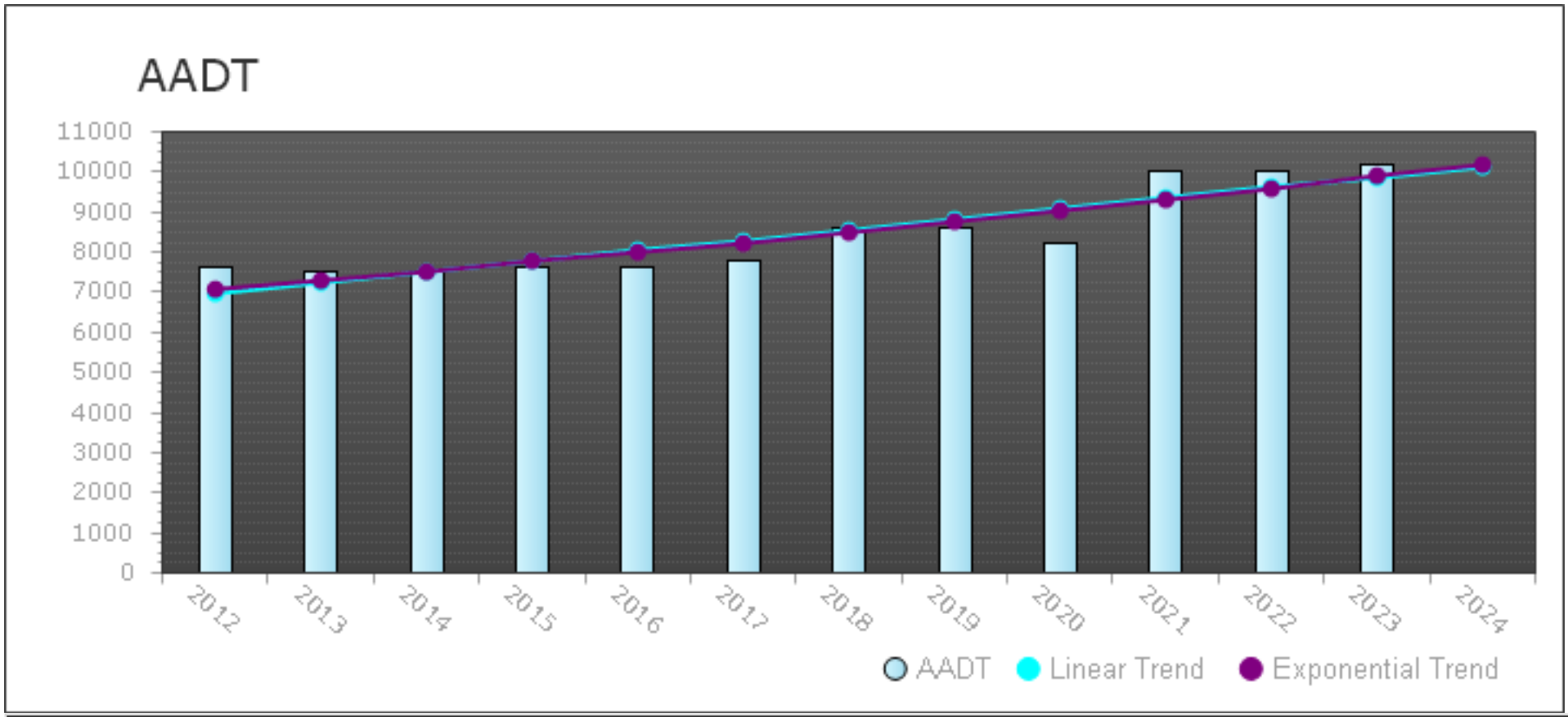


Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	947057	4200	0.09	0.516		374	374
2022	947057	4000	0.09	0.514	0	356	356
2021	947057	4000	0.09	0.509	0	356	356
2020	947057	4000		0.51	-1		
2019	947057	4200		51			
2018	947057	2000		51.3			
2017	947057	2000		50.9			
2016	947057	2000		50.9			
2015	947057	2000		51			
2014	947057	2000		50.8			
2013	947057	2000		50.8			
2012	947057	2300		56.8	1.52		
2010	947057	2500			0	271	231
2009	947057	2300			0	195	242

Station 948518

SW PORT ST LUCIE BLV FROM BECKER RD TO HAMBERLAND AVE (HPMS SAMPLE)

Linear Growth = 2.60%
Exponential Growth = 2.99%



Year	Station	AADT	K100	Avg DFactor	Heavy Vehicle %	AM Peak Vol	PM Peak Vol
2023	948518	10200	0.09	0.516		986	986
2022	948518	10000	0.09	0.514	0	967	967
2021	948518	10000	0.09	0.509	0	967	967
2020	948518	8200		0.51	-1		
2019	948518	8600		51			
2018	948518	8600		51.3			
2017	948518	7800		50.9			
2016	948518	7600		50.9			
2015	948518	7600		51	0.73		
2014	948518	7500		50.8			
2013	948518	7500		50.8			
2012	948518	7600		56.8	0.45		

St. Lucie Transportation Planning Organization

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

Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
AVENUE D	29TH ST to 25TH ST	164	4,331	2022	790	232	C	0.29	238	C	0.30
AVENUE D	25TH ST to 17TH ST	163	4,770	2021	750	237	C	0.32	233	C	0.31
AVENUE D	17TH ST to 13TH ST	162	2,996	2022	750	167	C	0.22	158	C	0.21
AVENUE D	13TH ST to 10TH ST	161	1,831	2022	750	95	C	0.13	96	C	0.13
AVENUE D	10TH ST to 7TH ST	160	2,437	2022	750	124	C	0.17	128	C	0.17
AVENUE D	7TH ST to US 1	160	2,437	2022	750	124	C	0.17	128	C	0.17
AVENUE I	25TH ST to 17TH ST	620	1,900	2022	750	138	C	0.18	114	C	0.15
AVENUE I	17TH ST to 13TH ST	620	1,900	2022	750	138	C	0.18	114	C	0.15
AVENUE H	13TH ST to 7TH ST	618	1,789	2022	540	105	C	0.19	106	C	0.20
AVENUE H	7TH ST to US 1	619	1,528	2022	750	84	C	0.11	82	C	0.11
AVENUE Q	ANGLE RD to 25TH ST	700	5,191	2023	750	270	C	0.36	263	C	0.35
AVENUE Q	25TH ST to 17TH ST	701	3,358	2021	750	196	C	0.26	204	C	0.27
AVENUE Q	17TH ST to 13TH ST	701	3,358	2021	540	196	C	0.36	204	C	0.38
AVENUE O	13TH ST to US 1	685	1,997	2022	540	114	C	0.21	111	C	0.21
AVENUE C	10TH ST to 7TH ST	631	350	2022	540	30	C	0.06	27	C	0.05
BAYSHORE BLVD	MOUNTWELL ST to PORT ST LUCIE BLVD	621	6,100	2024	830	304	C	0.37	289	C	0.35
BAYSHORE BLVD	PORT ST LUCIE BLVD to THORNHILL DR	309	27,000	2024	2,100	1,353	C	0.64	1,337	C	0.64
BAYSHORE BLVD	THORNHILL DR to CROSSTOWN PKWY	948508	25,655	2023	2,100	1,191	C	0.57	1,191	C	0.57
BAYSHORE BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	307	27,500	2024	2,100	1,487	C	0.71	1,575	C	0.75
BAYSHORE BLVD	PRIMA VISTA BLVD to FLORESTA DR	305	18,951	2022	920	1,087	F	1.18	950	F	1.03
BAYSHORE BLVD	FLORESTA DR to SELVITZ RD	622	13,500	2024	790	713	C	0.90	712	C	0.90
BAYSHORE BLVD	SELVITZ RD to ST JAMES DR	622	13,500	2024	750	713	D	0.95	712	D	0.95
BEACH AVE	OLEANDER AVE to RIO MAR DR	623	3,149	2022	540	184	C	0.34	177	C	0.33
BECKER RD	VILLAGE PKWY to I-95	624	6,350	2021	3,170	483	C	0.15	436	C	0.14
BECKER RD	I-95 to SAVONA BLVD	625	28,500	2024	2,000	2,178	F	1.09	2,046	F	1.02
BECKER RD	SAVONA BLVD to PORT ST LUCIE BLVD	626	22,500	2024	2,100	1,325	C	0.63	1,327	C	0.63
BECKER RD	ALBACORE ST to DARWIN BLVD	302	17,500	2024	1,500	996	C	0.66	975	C	0.65
BECKER RD	PORT ST LUCIE BLVD to ALBACORE ST	302	17,500	2024	2,100	996	C	0.47	975	C	0.46
BECKER RD	ATHENA DR to FLORIDA'S TURNPIKE	627	18,500	2024	1,500	1,502	F	1.00	1,314	C	0.88
BECKER RD	DARWIN BLVD to ATHENA DR	627	18,500	2024	2,000	1,502	C	0.75	1,314	C	0.66
BECKER RD	FLORIDA'S TURNPIKE to SOUTHBEND BLVD	628	21,000	2024	2,100	1,450	C	0.69	1,718	C	0.82
BECKER RD	SOUTHBEND BLVD to GILSON RD	629	13,623	2023	920	984	F	1.07	1,052	F	1.14

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

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

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

St. Lucie Transportation Planning Organization

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Traffic Counts and Level of Service Report
2024

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

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Traffic Counts and Level of Service Report
2024

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

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Traffic Counts and Level of Service Report
2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	DARWIN BLVD to GATLIN BLVD	697	35,121	2021	3,020	1,797	C	0.60	1,775	C	0.59
PORT ST LUCIE BLVD	GATLIN BLVD to DEL RIO BLVD	698	40,901	2023	3,170	2,307	C	0.73	2,221	C	0.70
PORT ST LUCIE BLVD	DEL RIO BLVD to CAMEO BLVD	945074	49,526	2023	3,170	2,427	C	0.77	2,427	C	0.77
PORT ST LUCIE BLVD	CAMEO BLVD to FLORIDA'S TURNPIKE	945074	49,526	2023	3,020	2,427	C	0.80	2,427	C	0.80
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE to BAYSHORE BLVD	945074	49,526	2023							
PORT ST LUCIE BLVD	BAYSHORE BLVD to AIROSO BLVD	945073	47,848	2023							
PORT ST LUCIE BLVD	AIROSO BLVD to FLORESTA DR	940780	48,530	2023							
PORT ST LUCIE BLVD	FLORESTA DR to VETERANS MEMORIAL PKWY	940778	55,266	2023							
PORT ST LUCIE BLVD	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	940776	37,800	2023							
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	37,326	2023							
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	21,500	2024	2,100	1,089	C	0.52	1,156	C	0.55
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	21,500	2024	2,100	954	C	0.45	970	C	0.46
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	33,034	2023	2,100	1,869	C	0.89	1,678	C	0.80
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	33,034	2023	2,000	1,869	C	0.93	1,678	C	0.84
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	19,500	2024	2,100	1,144	C	0.54	1,003	C	0.48
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,934	2021	1,710	483	C	0.28	460	C	0.27
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	1,963	2023	1,080	115	B	0.11	124	B	0.11
RANGE LINE RD	BECKER RD to DISCOVERY WAY	738	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	DISCOVERY WAY to CROSSTOWN PKWY	737	2,100	2024	1,080	170	B	0.16	161	B	0.15
RANGE LINE RD	CROSSTOWN PKWY to GLADES CUT-OFF RD	736	2,100	2024	1,080	170	B	0.16	161	B	0.15
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,389	2023	750	330	C	0.44	392	D	0.52
RIO MAR DR	BEACH AVE to US 1	147	5,389	2023	790	330	C	0.42	392	D	0.50
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	5,267	2023	920	244	C	0.27	244	C	0.27
ROSSER BLVD	PAAR DR to APRICOT RD	948510	5,267	2023	1,070	244	B	0.23	244	B	0.23
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	3,934	2023	920	287	C	0.31	234	C	0.25
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,029	2023	540	126	C	0.23	130	C	0.24
SAVONA BLVD	BECKER RD to PAAR DR	236	11,500	2024	790	1,038	F	1.31	841	F	1.06
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	11,500	2024	750	1,038	F	1.38	841	F	1.12
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	14,000	2024	790	673	D	0.85	636	D	0.81
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	9,844	2023	750	457	D	0.61	457	D	0.61
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	948501	9,844	2023	750	457	D	0.61	457	D	0.61
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	9,000	2024	700	542	C	0.77	523	C	0.75

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2024

Roadway Name	Location	STATION ID	2024 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
SUNRISE BLVD	EDWARDS RD to CORTEZ BLVD	511	6,751	2023	600	520	D	0.87	454	D	0.76
SUNRISE BLVD	CORTEZ BLVD to VIRGINIA AVE	511	6,751	2023	750	520	D	0.69	454	D	0.61
SUNRISE BLVD	VIRGINIA AVE to OLEANDER AVE	509	5,522	2023	750	345	C	0.46	343	C	0.46
SUNRISE BLVD	OLEANDER AVE to 7TH ST	708	4,722	2022	1,540	272	C	0.18	333	C	0.22
SUNRISE BLVD	7TH ST to US 1	708	4,722	2022	1,710	272	C	0.16	333	C	0.19
TIFFANY AVE	US 1 to HILLMOOR DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	HILLMOOR DR to VILLAGE GREEN DR	322	17,081	2022	2,100	967	C	0.46	880	C	0.42
TIFFANY AVE	VILLAGE GREEN DR to LENNARD RD	320	4,145	2021	2,100	201	C	0.10	195	C	0.09
TORINO PKWY	CASHMERE BLVD to CALIFORNIA BLVD	709	5,500	2024	630	308	C	0.49	287	C	0.46
TORINO PKWY	CALIFORNIA BLVD to EAST TORINO PKWY	238	5,144	2021	630	339	C	0.54	277	C	0.44
TRADITION PKWY	COMMUNITY BLVD to VILLAGE PKWY	711	7,800	2021	1,710	816	D	0.48	791	D	0.46
TRADITION PKWY	VILLAGE PKWY to W OF I-95	712	43,500	2024	3,170	2,047	C	0.65	2,040	C	0.64
TULIP BLVD	DARWIN BLVD to PORT ST LUCIE BLVD	713	8,851	2022	790	580	D	0.73	524	D	0.66
TULIP BLVD	PORT ST LUCIE BLVD to PAAR DR	714	8,900	2024	790	569	D	0.72	518	D	0.66
TULIP BLVD	PAAR DR to DARWIN BLVD	714	8,900	2024	790	569	D	0.72	518	D	0.66
TURNPIKE FEEDER RD	TURNPIKE FEEDER RD SB RAMP to US 1	940078	4,903	2015							
TURNPIKE FEEDER RD	INDIAN PINES BLVD to TURNPIKE FEEDER RD SB R...	940269	11,658	2023							
TURNPIKE FEEDER RD	INDRIO RD to INDIAN PINES BLVD	940745	13,517	2023							
US 1	MARTIN C.L. to LENNARD RD	945071	48,145	2023							
US 1	LENNARD RD to PORT ST LUCIE BLVD	945071	48,145	2023							
US 1	PORT ST LUCIE BLVD to JENNINGS RD	945070	33,953	2023							
US 1	JENNINGS RD to TIFFANY AVE	945070	33,953	2023							
US 1	TIFFANY AVE to WALTON RD	945070	33,953	2023							
US 1	WALTON RD to VILLAGE GREEN DR	945150	47,030	2023							
US 1	VILLAGE GREEN DR to SPANISH LAKES BLVD	940265	46,803	2023							
US 1	SPANISH LAKES BLVD to PRIMA VISTA BLVD	940265	46,803	2023							
US 1	PRIMA VISTA BLVD to RIO MAR DR	940264	36,400	2023							
US 1	RIO MAR DR to KITTERMAN RD	940266	32,710	2023							
US 1	KITTERMAN RD to S OF SAEGER AVE	940266	32,710	2023							
US 1	S OF SAEGER AVE to EASY ST	940266	32,710	2023							
US 1	EASY ST to MIDWAY RD	945156	30,097	2023							
US 1	MIDWAY RD to WEATHERBEE RD	940012	30,959	2023							

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Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 2/4/2025 12:3

Five Year Work Program

Selection Criteria	
District 04	**2025-2029 AD**
St Lucie County	**Category:**Highways
Phase: Construction	**Item Number:**431752-3

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

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAY District 04 - St Lucie County
Description: PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431752-3
Length: 1.119 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$34,501				
Highways/Right of Way					***(On-Going)***
Amount:	$2,499,263	$272,744	$4,600		
Highways/Railroad & Utilities					
Amount:			$2,500,000		
Highways/Construction					
Amount:		$20,472,675			
Highways/Environmental					***(On-Going)***
Amount:	$20,000				
Item Total:	**$2,553,764**	**$20,745,419**	**$2,504,600**		

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Web Application

Office of Work Program and Budget Julie Adamson - Director

Updated: 2/4/2025 12:3

Five Year Work Program

Selection Criteria	
District 04	**2025-2029 AD**
St Lucie County	**Category:**Highways
Phase: Construction	**Item Number:**431752-5

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

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAY District 04 - St Lucie County
Description: PORT ST.LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431752-5
Length: 1.076 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Railroad & Utilities					
Amount:	$1,840,360				
Highways/Construction					
Amount:	$19,854,601				
Item Total:	**$21,694,961**				

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

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

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Office of Work Program and Budget Julie Adamson - Director

Updated: 2/4/2025 12:3

Five Year Work Program

Selection Criteria	
District 04	**2025-2029 AD**
St Lucie County	**Category:**Highways
Phase: Construction	**Item Number:**431752-6

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

Project Summary

Transportation System: NON-INTRASTATE OFF STATE HIWAY District 04 - St Lucie County
Description: PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD
Type of Work: ADD LANES & RECONSTRUCT View Scheduled Activities
Item Number: 431752-6
Length: 0.713 View Map of Item

Construction Contract Information

Notice to Proceed Date	Work Begun Date	Present Contract Days	Contract Days Used	Percent Days Used
09/29/2021	01/27/2022	1118	1089	97.41%

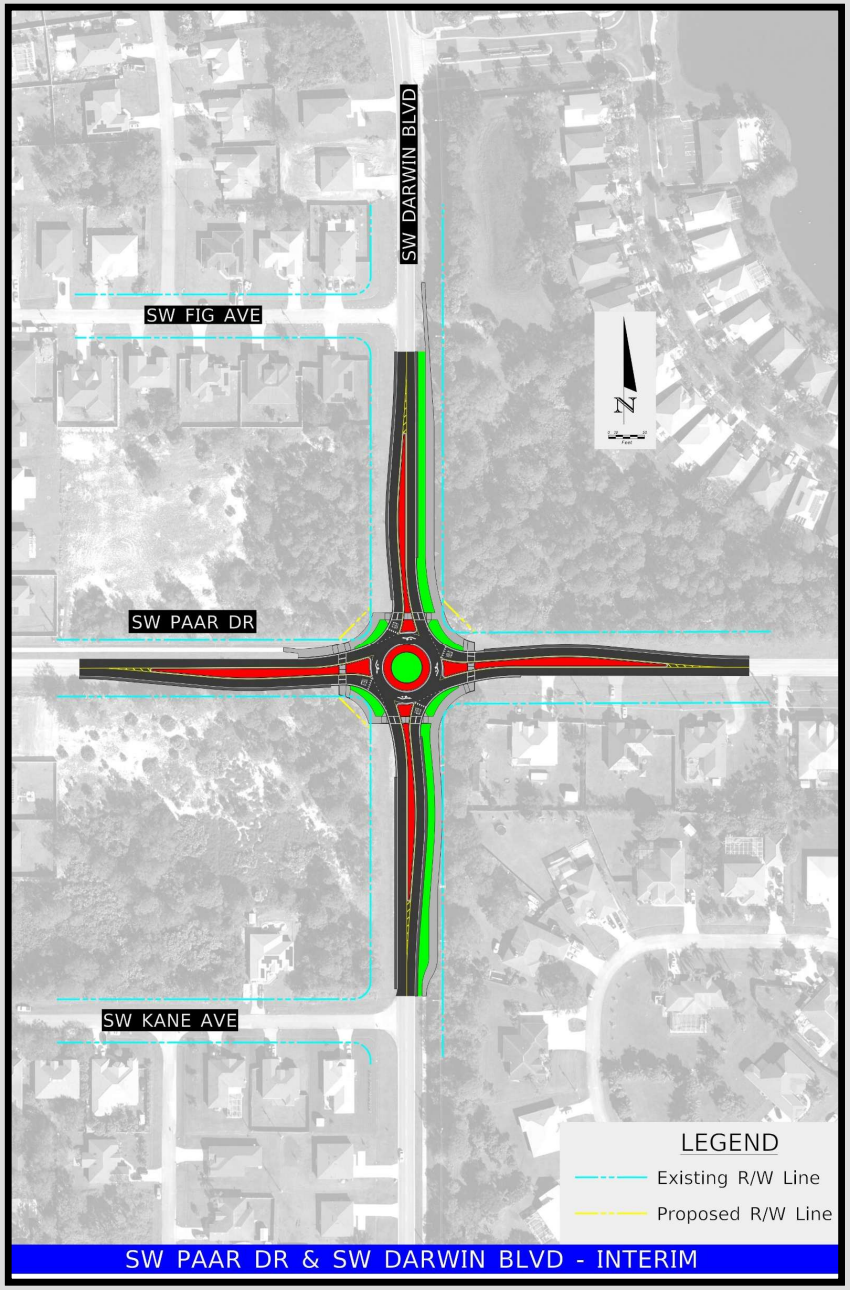
Vendor Name: ZAHLENE ENTERPRISES, INC

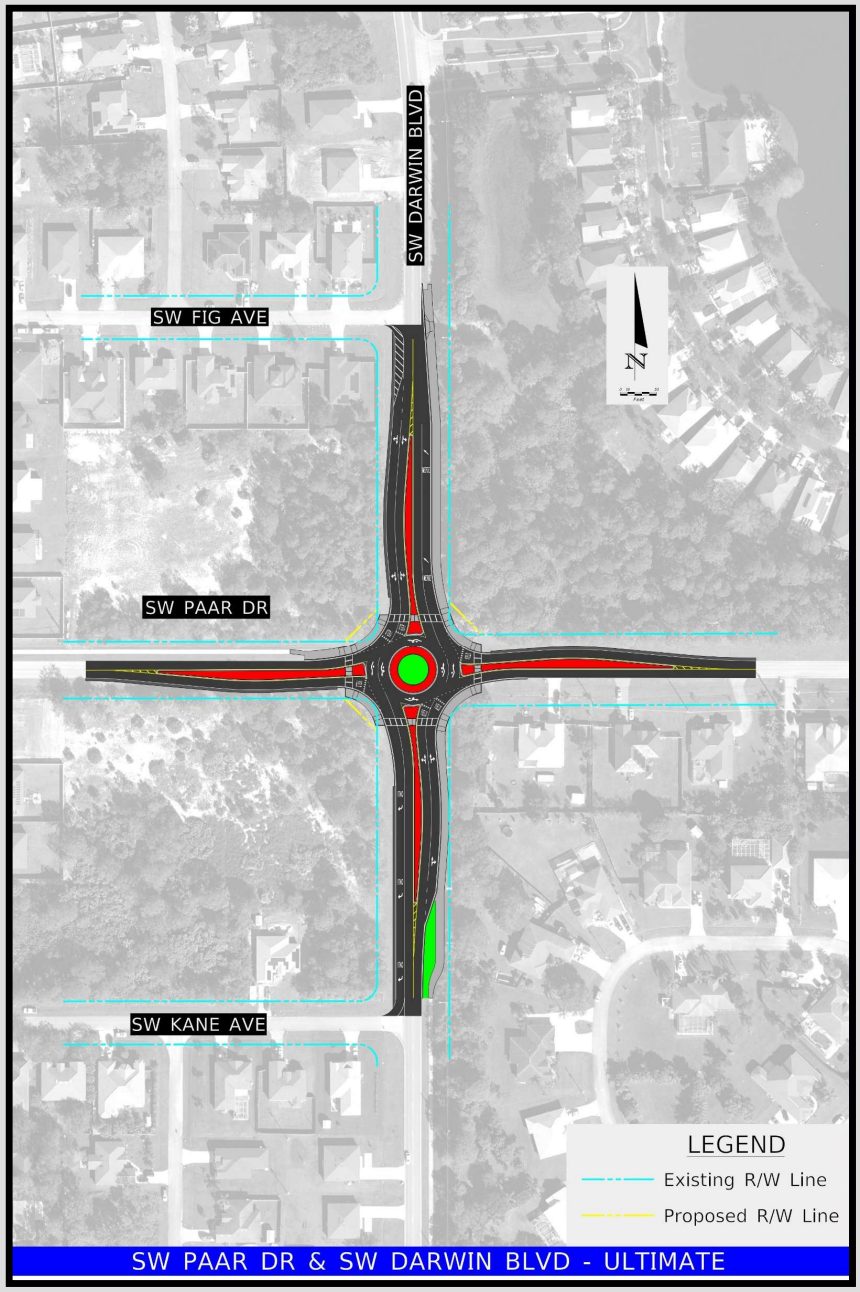
Project Detail

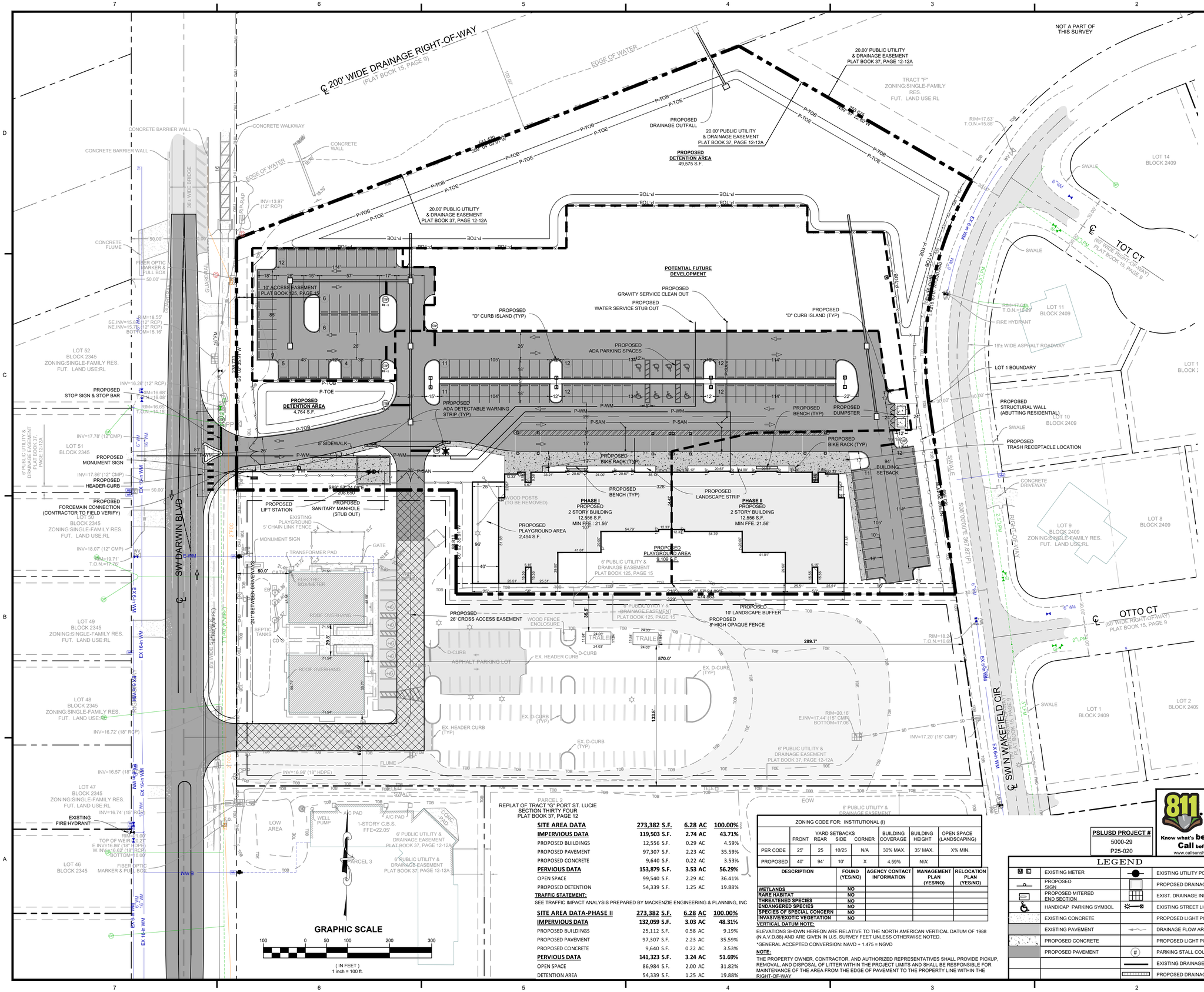
Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/Railroad & Utilities					***(On-Going)***
Amount:	$6,183				
Highways/Construction					***(On-Going)***
Amount:	$455,082				
Highways/Environmental					***(On-Going)***
Amount:					
Item Total:	**$461,265**				

ROUNDABOUT & MULTIMODAL INTERSECTION IMPROVEMENTS

SW Darwin Blvd. Roundabout at SW Paar Dr.







VICINITY MAP
SCALE: 1:1,000

SITE DATA
LEGAL DESCRIPTION
LOT 1 OF "PARCEL 1 REPLAT", ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 125, PAGE 15, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

LOT 1 - 6.28 ACRES
CONTAINING 6.28 ACRES, MORE OR LESS.

PARCEL ID #: 4432-500-0001-000-1

PROJECT NAME: DARWIN AUTISM CHARTER SCHOOL

OWNERSHIP: FAMILY LIFE WORSHIP CENTER INC
4311 SW DARWIN BLVD
PORT SAINT LUCIE, FL 34953-6071

FUTURE LAND USE: (I) INSTITUTIONAL
ZONING: (I) INSTITUTIONAL
LAND SIZE: 273,382 S.F. (6.28 AC)

PROVIDER OF UTILITIES:
WATER: PSLUSD
WASTEWATER: PSLUSD
IRRIGATION: PSLUSD
SOLID WASTE: WASTE PRO

PARKING DATA

PARKING REQUIRED			F.I.R.M. PANEL: 12111C-0405-J ZONE X
PHASE I - PRE K - 5 GRADE(COMPLETION BY:)			
60 FACULTY MEMBERS	@1 SPACE(S)/FACULTY MEMBER		60 SPACES
160 STUDENTS	@1 SPACE(S)/100 STUDENTS		2 SPACES
PHASE II - 6TH - 12TH GRADE(COMPLETION BY:TBD)			
60 FACULTY MEMBERS	@1 SPACE(S)/FACULTY MEMBER		60 SPACES
160 STUDENTS	@1 SPACE(S)/100 STUDENTS		2 SPACES
46 STUDENTS	@1 SPACE(S)/STUDENTS GR 11-12		5 SPACES
TOTAL REQUIRED PARKING SPACES			129 SPACES (6 ADA)
STANDARD PARKING PROVIDED			135 SPACES (8 ADA)

NOTEAS PER FLORIDA STATUTES CHAPTER 1002.33(18) FACILITIES
THE LOCAL GOVERNING AUTHORITY SHALL NOT ADOPT OR IMPOSE ANY LOCAL BUILDING REQUIREMENTS OR SITE DEVELOPMENT RESTRICTIONS, SUCH AS PARKING AND SITE SIZE CRITERIA, THAT ARE ADDRESSED BY AND MORE STRINGENT THAN THOSE FOUND IN THE STATE REQUIREMENTS FOR EDUCATIONAL FACILITIES OF THE FLORIDA BUILDING CODE.

NOTESTATE REQUIREMENTS FOR EDUCATIONAL FACILITIES PARKING RATES WERE APPLIED AS STATED IN 2023 FBC SEC 453.10.2.8.

NOTEENROLLMENT NUMBERS ARE APPROXIMATE AND WILL BE SUPPLIED TO THE CITY AT THE TIME OF EACH ADDITIONAL PHASED BUILDOUT. PLEASE REFER TO SHEET 3 OF 4 FOR PHASE 1 PARKING CALCULATIONS.

STORMWATER DRAINAGE:
THE SURFACE WATER MANAGEMENT SYSTEM FOR THE PROJECT WILL COLLECT SITE RUNOFF IN A SERIES OF INLETS WHICH WILL CONVEY THE RUNOFF TO OFFSITE DRAINAGE AREA

SOLID WASTE:
BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

HAZARDOUS WASTE:
ANY AND ALL HAZARDOUS OR TOXIC MATERIALS GENERATED OR USED OR STORED ON SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

LANDSCAPE:
REFER TO LANDSCAPE PLAN BY OTHERS. (NO PLANS AVAILABLE)

ACCESSIBILITY AND ADA COMPLIANCE:
ALL SIDEWALKS AND RAMPS WILL MEET FDOT AND ADA REQUIREMENTS.

SITE AREA DATA	273,382 S.F.	6.28 AC	100.00%
IMPERVIOUS DATA	119,503 S.F.	2.74 AC	43.71%
PROPOSED BUILDINGS	12,556 S.F.	0.29 AC	4.59%
PROPOSED PAVEMENT	97,307 S.F.	2.23 AC	35.59%
PROPOSED CONCRETE	9,640 S.F.	0.22 AC	3.53%
PERVIOUS DATA	153,879 S.F.	3.53 AC	56.29%
OPEN SPACE	99,540 S.F.	2.29 AC	36.41%
PROPOSED DETENTION	54,339 S.F.	1.25 AC	19.88%

TRAFFIC STATEMENT:
SEE TRAFFIC IMPACT ANALYSIS PREPARED BY MACKENZIE ENGINEERING & PLANNING, INC

SITE AREA DATA-PHASE II	273,382 S.F.	6.28 AC	100.00%
IMPERVIOUS DATA	132,059 S.F.	3.03 AC	48.31%
PROPOSED BUILDINGS	25,112 S.F.	0.58 AC	9.19%
PROPOSED PAVEMENT	97,307 S.F.	2.23 AC	35.59%
PROPOSED CONCRETE	9,640 S.F.	0.22 AC	3.53%
PERVIOUS DATA	141,323 S.F.	3.24 AC	51.69%
OPEN SPACE	86,984 S.F.	2.00 AC	31.82%
DETENTION AREA	54,339 S.F.	1.25 AC	19.88%

ZONING CODE FOR: INSTITUTIONAL (I)							
	FRONT	YARD SETBACKS REAR	SIDE	CORNER	BUILDING COVERAGE	BUILDING HEIGHT	OPEN SPACE (LANDSCAPING)
PER CODE	25'	25	10/25	N/A	30% MAX.	35' MAX.	X% MIN.
PROPOSED	40'	94'	10'	X	4.59%	N/A'	

DESCRIPTION	FOUND (YES/NO)	AGENCY CONTACT INFORMATION	MANAGEMENT PLAN (YES/NO)	RELOCATION PLAN (YES/NO)
WETLANDS	NO			
RARE HABITAT	NO			
THREATENED SPECIES	NO			
ENDANGERED SPECIES	NO			
SPECIES OF SPECIAL CONCERN	NO			
INVASIVE/EXOTIC VEGETATION	NO			

VERTICAL DATUM NOTE:
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:
THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE RIGHT-OF-WAY

PSLUSD PROJECT #
5000-29
P25-020

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LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT	#	PARKING STALL COUNT
			EXISTING DRAINAGE
			PROPOSED DRAINAGE PIPE

REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

A DIVISION OF HALEY WARD, INC.
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
DARWIN AUTISM CHARTER SCHOOL
PORT ST. LUCIE, FLORIDA

TITLE
DARWIN AUTISM CHARTER SCHOOL
SITE PLAN

DATE	SCALE
3/14/2025	AS SHOWN

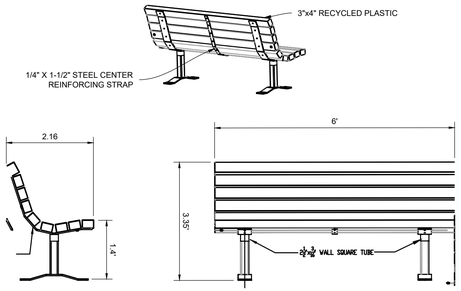
DRAWN BY	DESIGNED BY	CHECKED BY
JJL	JJL	JRH

PROJECT No. 24-276 R5.DWG

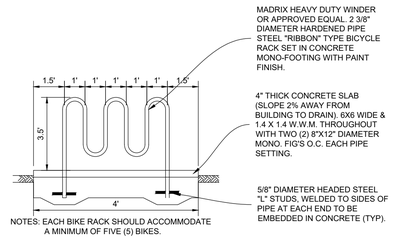
J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

DRAWING No. SP-101
REV

FILE LOCATION: Z:\EDC-2024\24-276 - BURRELL - DARWIN AUTISM CHARTER SCHOOL\ENGINEERING\AUTOCAD\DWGS\24-276 R5.DWG, 2025-03-14, 6:12 PM

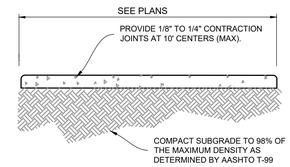


6' CONTOUR BENCH DETAIL
NTS



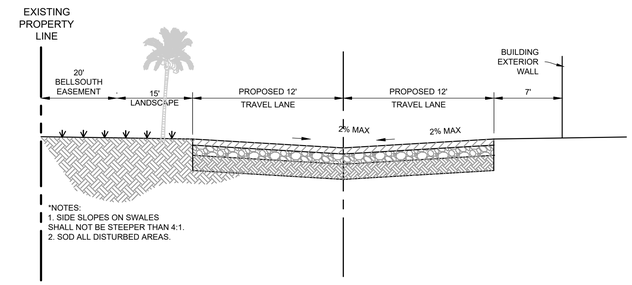
NOTES: EACH BIKE RACK SHOULD ACCOMMODATE A MINIMUM OF FIVE (5) BIKES.

TYPICAL BIKE RACK DETAIL
NTS



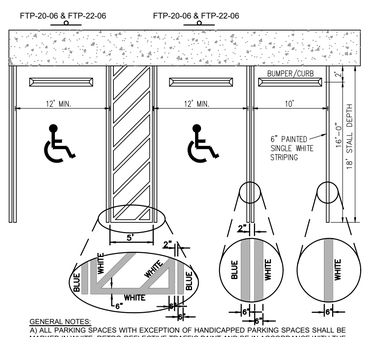
NOTES:
1. USE 3,000 P.S.I. CONCRETE AT 28 DAYS FOR SIDEWALK CONSTRUCTION.
2. SIDEWALK THICKNESS TO BE INCREASED TO 6" THICK AT DRIVEWAY LOCATIONS.
3. ALL REPAIRS REQUIRED DURING CONSTRUCTION SHALL BE REMOVED AND REPLACED 10' MINIMUM TO NEXT FULL JOINT.
4. ALL SIDEWALK WITHIN FDOT RIGHT-OF-WAY TO BE CONSTRUCTED PER STANDARD PLANS 522-001.

TYPICAL SIDEWALK DETAIL
NTS



*NOTES:
1. SIDE SLOPES ON SWALES SHALL NOT BE STEEPER THAN 4:1.
2. SOD ALL DISTURBED AREAS.

TYPICAL CROSS SECTION
NTS



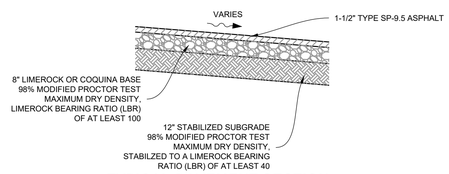
GENERAL NOTES:
A) ALL PARKING SPACES WITH EXCEPTION OF HANDICAPPED PARKING SPACES SHALL BE MARKED IN WHITE, RETRO-REFLECTIVE TRAFFIC PAINT AND BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION,2010 SECTION 710.

B) ALL HANDICAPPED PARKING SPACES SHALL BE PROPERLY SIGNED AND STRIPED IN ACCORDANCE WITH THE FDOT STANDARD INDEX 17346, FY 2017-18.

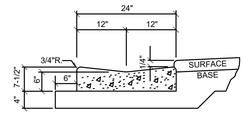
C) ALL COMPACT SPACES SHALL BE MARKED "COMPACT" ON THE STALL OR TIRE STOP.

NOTES:
1. FTP 20-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
2. FTP 21-06: TOP PORTION SHALL HAVE REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 20-06 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.
4. FTP 22-06 IS SUPPLEMENTAL PANEL FOR THE FTP 20-06 & FTP 21-06 SIGNS.
5. HEIGHT SHALL BE 7 FEET MEASURED FROM THE GROUND OR SIDEWALK TO THE BOTTOM OF "PERMIT ONLY" SIGN OR 6 FEET TO THE BOTTOM OF "$250 FINE" SIGN.
6. REFER TO FDOT INDEX No. 711-001 FOR PAVEMENT MARKING DETAILS & FDOT INDEX No. 700-102 SIGN DETAILS PER THE LATEST FDOT DESIGN STANDARDS.

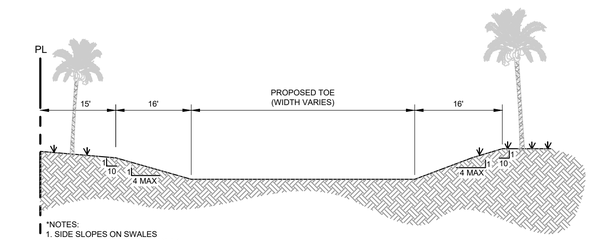
HANDICAP AND TYPICAL PARKING DETAIL
NTS



TYPICAL PAVEMENT SECTION
NTS

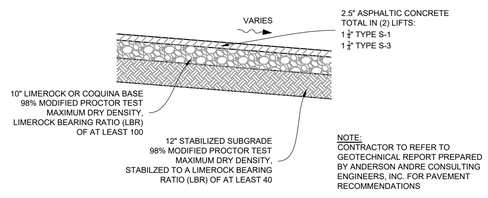


VALLEY GUTTER DETAIL
NTS



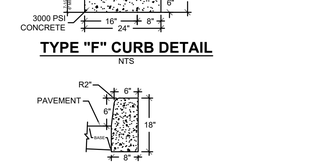
*NOTES:
1. SIDE SLOPES ON SWALES SHALL NOT BE STEEPER THAN 4:1.
2. SOD ALL DISTURBED AREAS.

TYPICAL DETENTION POND CROSS SECTION
NTS



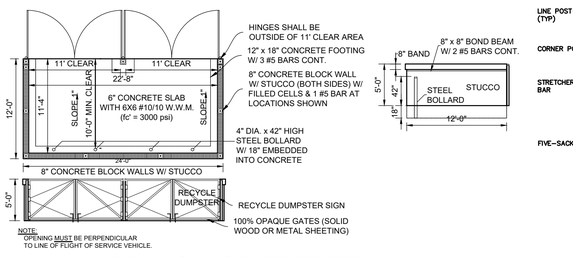
NOTE:
CONTRACTOR TO REFER TO GEOTECHNICAL REPORT PREPARED BY ANDERSON ANDRE CONSULTING ENGINEERS, INC. FOR PAVEMENT RECOMMENDATIONS

TYPICAL HEAVY PAVEMENT SECTION
NTS



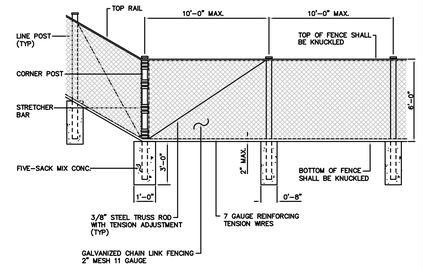
TYPE "F" CURB DETAIL
NTS

TYPE "D" CURB DETAIL
NTS



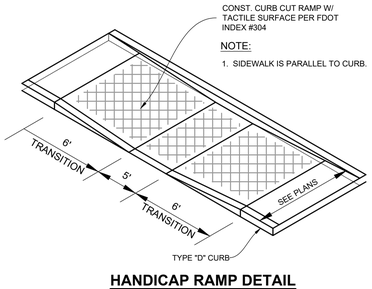
NOTE:
OPENING MUST BE PERPENDICULAR TO LINE OF FLIGHT OF SERVICE VEHICLE.

TYPICAL 24' X 12' DUMPSTER DETAIL
NTS



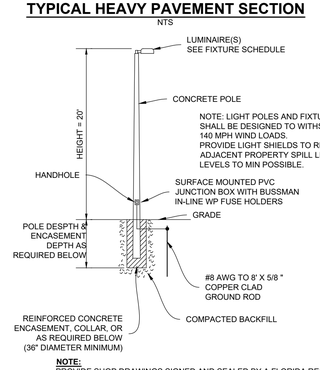
CHAIN LINK FENCE DETAIL
NTS

*NOTES:
1. ALL MATERIALS HOT-TIP GALVANIZED (EXCEPT AS NOTED)
2. SLATTED FENCES SHALL BE EITHER SOLID VINYL OR WIDE SLATS WITH NO MORE THAN 1/4" BETWEEN SLATS



NOTE:
1. SIDEWALK IS PARALLEL TO CURB.

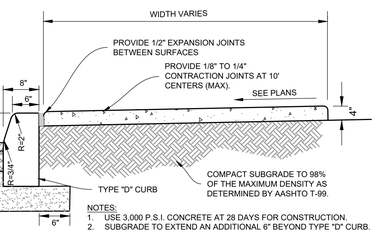
HANDICAP RAMP DETAIL
NTS



NOTE: LIGHT POLES AND FIXTURES SHALL BE DESIGNED TO WITHSTAND 140 MPH WIND LOADS. PROVIDE LIGHT SHIELDS TO REDUCE ADJACENT PROPERTY SPILL LIGHT LEVELS TO MIN POSSIBLE.

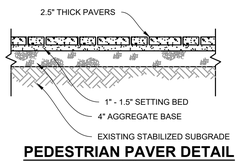
NOTE:
PROVIDE SHOP DRAWINGS SIGNED AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER. SHOP DRAWINGS SHALL INCLUDE THE POLE,LUMINAIR, AND REINFORCED CONCRETE ENCASEMENT CALCULATIONS TO SHOW COMPLIANCE WITH FLORIDA BUILDING CODE , FOR WIND LOADING. SHOP DRAWINGS MAY BE FOR WORSE CASE SOIL CONDITIONS OR MAY BE BASED ON ACTUAL SITE SOIL BORINGS AND ANALYSIS FOR EACH POLE LOCATION AS VERIFIED BY THE FLORIDA REGISTERED PROFESSIONAL ENGINEER AND DOCUMENTED IN THE SHOP DRAWINGS. ALL ASSOCIATED COSTS FOR THE TOTAL INSTALLATION INCLUDING SHOP DRAWINGS, SOIL TESTING AND DESIGN FEES SHALL BE INCLUDED IN THE CONTRACT.

LIGHTING DETAIL
NTS

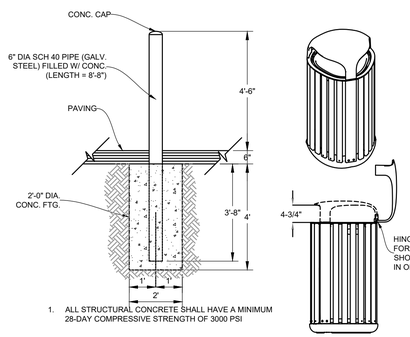


NOTES:
1. USE 3,000 P.S.I. CONCRETE AT 28 DAYS FOR CONSTRUCTION.
2. SUBGRADE TO EXTEND AN ADDITIONAL 6" BEYOND TYPE "D" CURB.

TYPE "D" CURB & SIDEWALK COMBINATION DETAIL
NTS



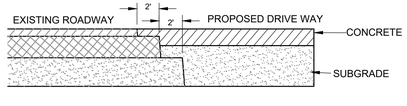
PEDESTRIAN PAVER DETAIL
NTS



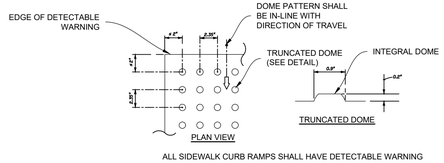
1. ALL STRUCTURAL CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3000 PSI

BOLLARD DETAIL
NTS

RECEPTACLE DETAIL
NTS



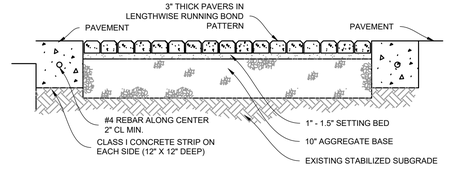
MATERIAL BENCHING DETAIL (TO EXISTING ROADWAY)
NTS



ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES (610 MM) FROM THE BACK OF CURB

NOTES:
REFER TO FDOT INDEX 304 FOR FURTHER DETAILS
CAST IN PLACE

DETECTABLE WARNING SURFACE DETAIL
NTS



VEHICULAR PAVER DETAIL
NTS

PSLUSD PROJECT #
5000-29
P25-020

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REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS
NOT FOR CONSTRUCTION

EDC A DIVISION OF HALEY WARD, INC.
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
DARWIN AUTISM CHARTER SCHOOL
PORT ST. LUCIE, FLORIDA

TITLE
DARWIN AUTISM CHARTER SCHOOL DETAILS

DATE	SCALE
2024.10.17	AS SHOWN

DRAWN BY	DESIGNED BY	CHECKED BY
JJL	JJL	JRH

PROJECT No. 24-276 R5.DWG

J.R. HARRISON, P.E. (DATE)
#82270
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

DRAWING No. **SP-102** REV.

FILE LOCATION: Z:\EDC-2024\24-276 - BURRELL - DARWIN AUTISM CHARTER SCHOOL\ENGINEERING\AUTOCAD\DWGS\24-276 R5.DWG, 2025.03.14, 6:12 PM

KMF Traffic Group, LLC
(772) 924-6993
www.kmftraffic.net

Manual traffic count - All traffic
Becker Rd and Darwin Blvd
Port St Lucie, FL

File Name : BACDAR
Site Code : MK2504
Start Date : 1/28/2025
Page No : 1

Groups Printed- All taffic

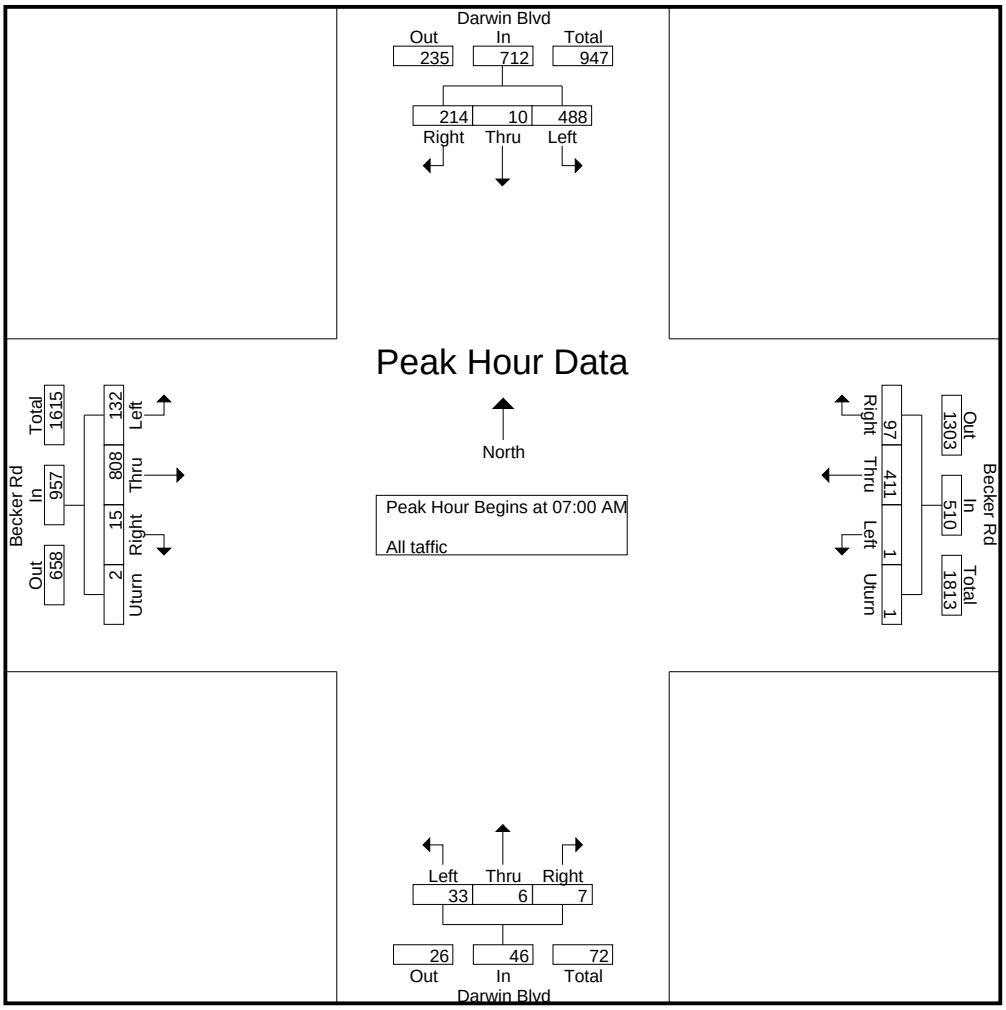
	Darwin Blvd NB			Darwin Blvd SB			Becker Rd EB				Becker Rd WB				
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Int. Total
07:00 AM	5	1	0	119	0	55	26	198	2	0	0	100	27	0	533
07:15 AM	12	2	0	142	1	51	38	215	4	2	0	100	29	1	597
07:30 AM	7	3	0	131	2	64	33	186	8	0	0	112	19	0	565
07:45 AM	9	0	7	96	7	44	35	209	1	0	1	99	22	0	530
Total	33	6	7	488	10	214	132	808	15	2	1	411	97	1	2225
08:00 AM	5	4	4	121	0	49	22	187	3	0	0	91	18	0	504
08:15 AM	3	2	0	100	2	51	31	158	3	1	0	106	34	1	492
08:30 AM	7	0	1	110	2	51	28	178	3	1	0	97	22	1	501
08:45 AM	6	1	1	101	4	40	24	133	4	1	1	87	23	0	426
Total	21	7	6	432	8	191	105	656	13	3	1	381	97	2	1923
*** PM ***															
04:00 PM	2	2	1	37	2	25	53	97	5	0	1	180	78	1	484
04:15 PM	8	0	4	43	2	26	62	127	12	2	2	146	98	1	533
04:30 PM	3	4	2	27	3	33	51	108	5	1	0	172	105	0	514
04:45 PM	3	5	1	38	2	34	70	128	9	0	2	170	134	3	599
Total	16	11	8	145	9	118	236	460	31	3	5	668	415	5	2130
05:00 PM	3	3	0	55	6	54	64	149	10	2	3	184	94	0	627
05:15 PM	3	0	3	22	1	27	80	110	3	0	2	185	123	1	560
05:30 PM	3	2	0	41	2	40	55	135	3	0	5	173	141	0	600
05:45 PM	4	5	2	47	3	28	90	124	3	2	5	176	113	0	602
Total	13	10	5	165	12	149	289	518	19	4	15	718	471	1	2389
Grand Total	83	34	26	1230	39	672	762	2442	78	12	22	2178	1080	9	8667
Apprch %	58	23.8	18.2	63.4	2	34.6	23.1	74.1	2.4	0.4	0.7	66.2	32.8	0.3	
Total %	1	0.4	0.3	14.2	0.4	7.8	8.8	28.2	0.9	0.1	0.3	25.1	12.5	0.1	

KMF Traffic Group, LLC
(772) 924-6993
www.kmftraffic.net

Manual traffic count - All traffic
Becker Rd and Darwin Blvd
Port St Lucie, FL

File Name : BACDAR
Site Code : MK2504
Start Date : 1/28/2025
Page No : 2

	Darwin Blvd NB				Darwin Blvd SB				Becker Rd EB					Becker Rd WB					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:00 AM																			
07:00 AM	5	1	0	6	119	0	55	174	26	198	2	0	226	0	100	27	0	127	533
07:15 AM	12	2	0	14	142	1	51	194	38	215	4	2	259	0	100	29	1	130	597
07:30 AM	7	3	0	10	131	2	64	197	33	186	8	0	227	0	112	19	0	131	565
07:45 AM	9	0	7	16	96	7	44	147	35	209	1	0	245	1	99	22	0	122	530
Total Volume	33	6	7	46	488	10	214	712	132	808	15	2	957	1	411	97	1	510	2225
% App. Total	71.7	13	15.2		68.5	1.4	30.1		13.8	84.4	1.6	0.2		0.2	80.6	19	0.2		
PHF	.688	.500	.250	.719	.859	.357	.836	.904	.868	.940	.469	.250	.924	.250	.917	.836	.250	.973	.932



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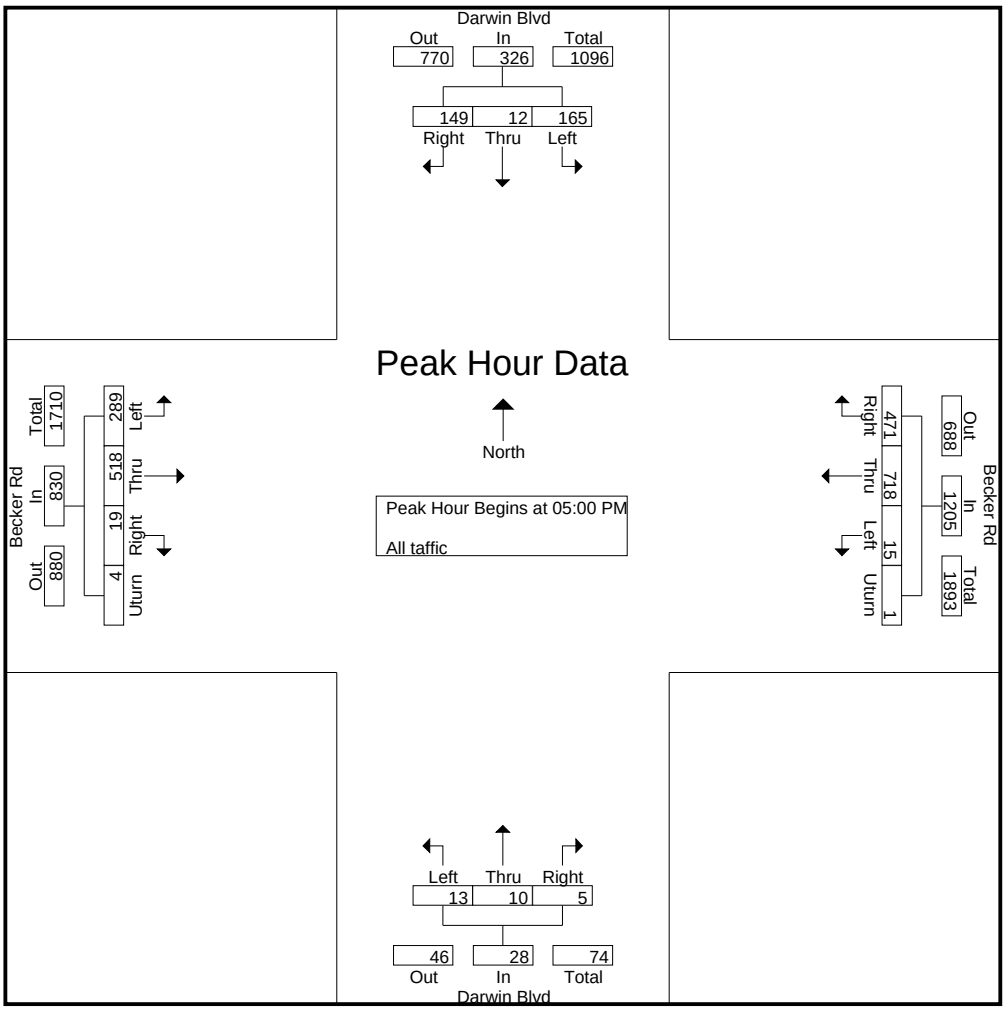
Manual traffic count - All traffic
Becker Rd and Darwin Blvd
Port St Lucie, FL

File Name : BACDAR
Site Code : MK2504
Start Date : 1/28/2025
Page No : 3

	Darwin Blvd NB				Darwin Blvd SB				Becker Rd EB					Becker Rd WB					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 05:00 PM																			
05:00 PM	3	3	0	6	55	6	54	115	64	149	10	2	225	3	184	94	0	281	627
05:15 PM	3	0	3	6	22	1	27	50	80	110	3	0	193	2	185	123	1	311	560
05:30 PM	3	2	0	5	41	2	40	83	55	135	3	0	193	5	173	141	0	319	600
05:45 PM	4	5	2	11	47	3	28	78	90	124	3	2	219	5	176	113	0	294	602
Total Volume																			
% App. Total	46.4	35.7	17.9		50.6	3.7	45.7		34.8	62.4	2.3	0.5		1.2	59.6	39.1	0.1		
PHF	.813	.500	.417	.636	.750	.500	.690	.709	.803	.869	.475	.500	.922	.750	.970	.835	.250	.944	.953



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Manual traffic count - All traffic
Darwin Blvd and Paar Dr
Port St Lucie, FL

File Name : darwpaar
Site Code : MK2504
Start Date : 1/28/2025
Page No : 1

Groups Printed- All traaffic

	Darwin Blvd NB			Darwin Blvd SB			Paar Dr EB			Paar Dr WB			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	1	104	10	6	72	4	22	4	9	39	2	31	304
07:15 AM	4	88	16	5	82	7	40	6	8	49	6	19	330
07:30 AM	3	100	23	7	66	8	24	10	1	26	4	21	293
07:45 AM	1	83	14	4	65	5	29	8	3	22	6	16	256
Total	9	375	63	22	285	24	115	28	21	136	18	87	1183
08:00 AM	1	80	11	11	76	6	25	3	3	20	8	16	260
08:15 AM	3	75	9	9	66	6	25	5	1	15	8	12	234
08:30 AM	1	77	8	11	56	5	21	3	2	12	8	11	215
08:45 AM	2	65	6	8	53	3	18	1	3	9	8	7	183
Total	7	297	34	39	251	20	89	12	9	56	32	46	892
*** PM ***													
04:00 PM	13	79	10	4	74	23	12	12	6	15	6	3	257
04:15 PM	16	92	18	0	59	25	12	4	10	10	8	6	260
04:30 PM	17	102	14	4	65	25	8	9	12	9	5	6	276
04:45 PM	10	88	17	2	54	21	13	4	10	11	3	5	238
Total	56	361	59	10	252	94	45	29	38	45	22	20	1031
05:00 PM	10	104	20	7	73	33	16	6	15	9	6	8	307
05:15 PM	15	112	13	4	57	18	18	4	10	7	7	4	269
05:30 PM	18	106	12	7	71	20	21	2	14	13	2	2	288
05:45 PM	19	96	19	1	55	14	16	7	16	11	4	3	261
Total	62	418	64	19	256	85	71	19	55	40	19	17	1125
Grand Total	134	1451	220	90	1044	223	320	88	123	277	91	170	4231
Apprch %	7.4	80.4	12.2	6.6	76.9	16.4	60.3	16.6	23.2	51.5	16.9	31.6	
Total %	3.2	34.3	5.2	2.1	24.7	5.3	7.6	2.1	2.9	6.5	2.2	4	

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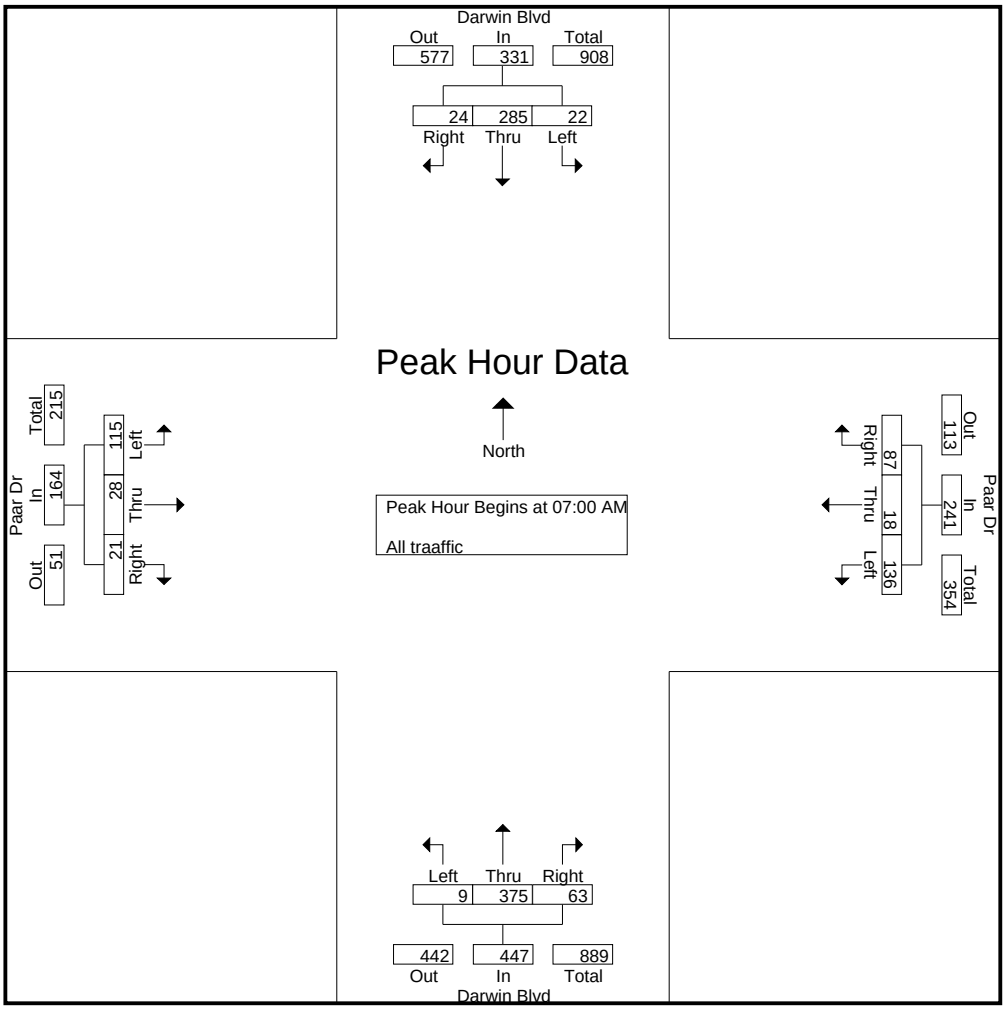
Manual traffic count - All traffic
Darwin Blvd and Paar Dr
Port St Lucie, FL

File Name : darwpaar
Site Code : MK2504
Start Date : 1/28/2025
Page No : 2

	Darwin Blvd NB				Darwin Blvd SB				Paar Dr EB				Paar Dr WB				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	104	10	115	6	72	4	82	22	4	9	35	39	2	31	72	304
07:15 AM	4	88	16	108	5	82	7	94	40	6	8	54	49	6	19	74	330
07:30 AM	3	100	23	126	7	66	8	81	24	10	1	35	26	4	21	51	293
07:45 AM	1	83	14	98	4	65	5	74	29	8	3	40	22	6	16	44	256
Total Volume	9	375	63	447	22	285	24	331	115	28	21	164	136	18	87	241	1183
% App. Total	2	83.9	14.1		6.6	86.1	7.3		70.1	17.1	12.8		56.4	7.5	36.1		
PHF	.563	.901	.685	.887	.786	.869	.750	.880	.719	.700	.583	.759	.694	.750	.702	.814	.896



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Manual traffic count - All traffic
Darwin Blvd and Paar Dr
Port St Lucie, FL

File Name : darwpaar
Site Code : MK2504
Start Date : 1/28/2025
Page No : 3

	Darwin Blvd NB				Darwin Blvd SB				Paar Dr EB				Paar Dr WB				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	104	20	134	7	73	33	113	16	6	15	37	9	6	8	23	307
05:15 PM	15	112	13	140	4	57	18	79	18	4	10	32	7	7	4	18	269
05:30 PM	18	106	12	136	7	71	20	98	21	2	14	37	13	2	2	17	288
05:45 PM	19	96	19	134	1	55	14	70	16	7	16	39	11	4	3	18	261
Total Volume	62	418	64	544	19	256	85	360	71	19	55	145	40	19	17	76	1125
% App. Total	11.4	76.8	11.8		5.3	71.1	23.6		49	13.1	37.9		52.6	25	22.4		
PHF	.816	.933	.800	.971	.679	.877	.644	.796	.845	.679	.859	.929	.769	.679	.531	.826	.916

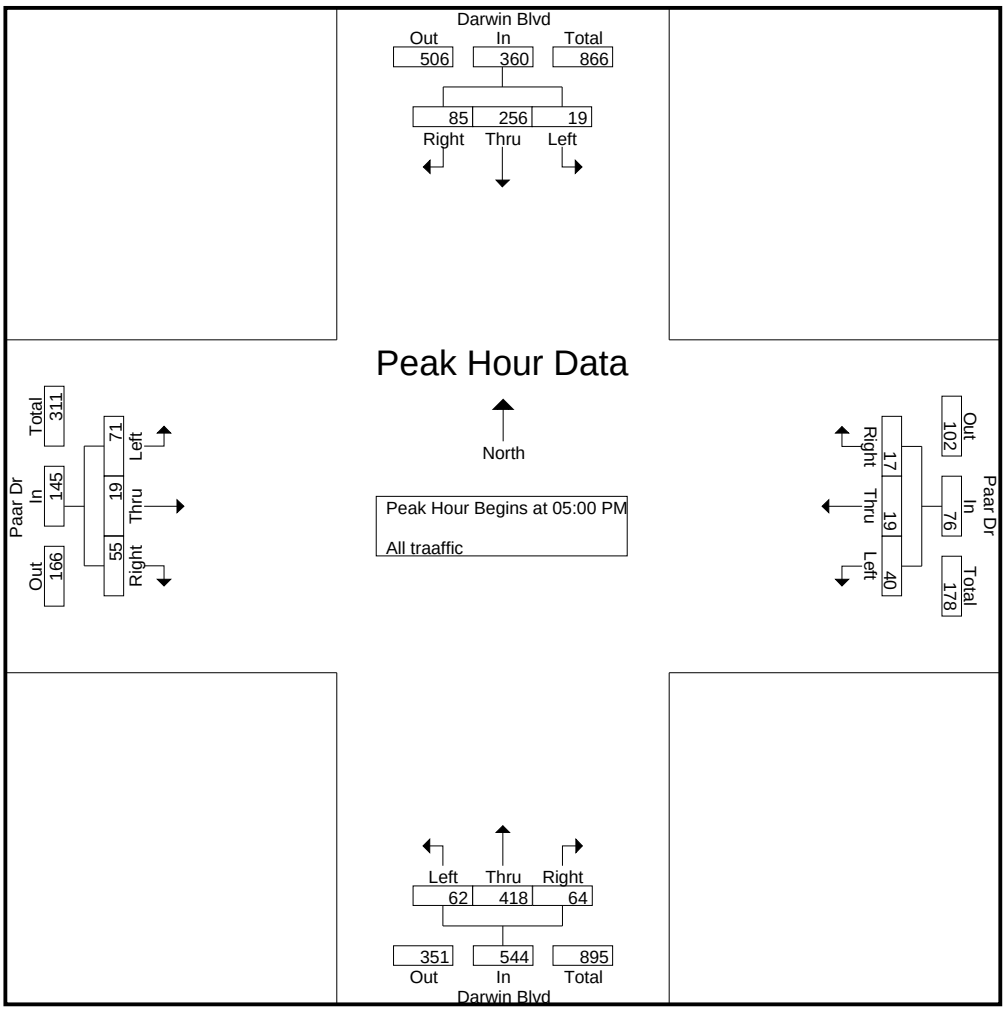


Table 2-1 Roadway System Classifications

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

Policy 2.1.2.3: Review access points and driveways associated with development to assure safety and compatibility with the existing and future roadway network. Impose requirements for conformity as a condition of development approval based on the City's existing access standards, which are equal to or greater than those of FDOT. New development shall attempt to accommodate more than one access point.

Policy 2.1.2.4: Review on-street parking to assure adequate sight distance to provide safe entry and exit for all new development and roadway projects.

Policy 2.1.2.5: Consider an equitable pro rata share of the costs to provide roadway improvements to serve new development as credit for required impact fees.

Policy 2.1.2.6: Maintain the operation of the roadway network at or above the LOS standards as listed in Policy 2.1.2.7.

Policy 2.1.2.7: The City adopts the following level of service standards for SIS and non SIS facilities:

MINIMUM LEVEL OF SERVICE STANDARDS

Facility Type (Non SIS)	**LOS Standard**
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions.)

LEVEL OF SERVICE STANDARDS

Facility Type	**Standards**
Transportation Deficient Facilities	maintain & improve
Constrained Facilities	maintain*

*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

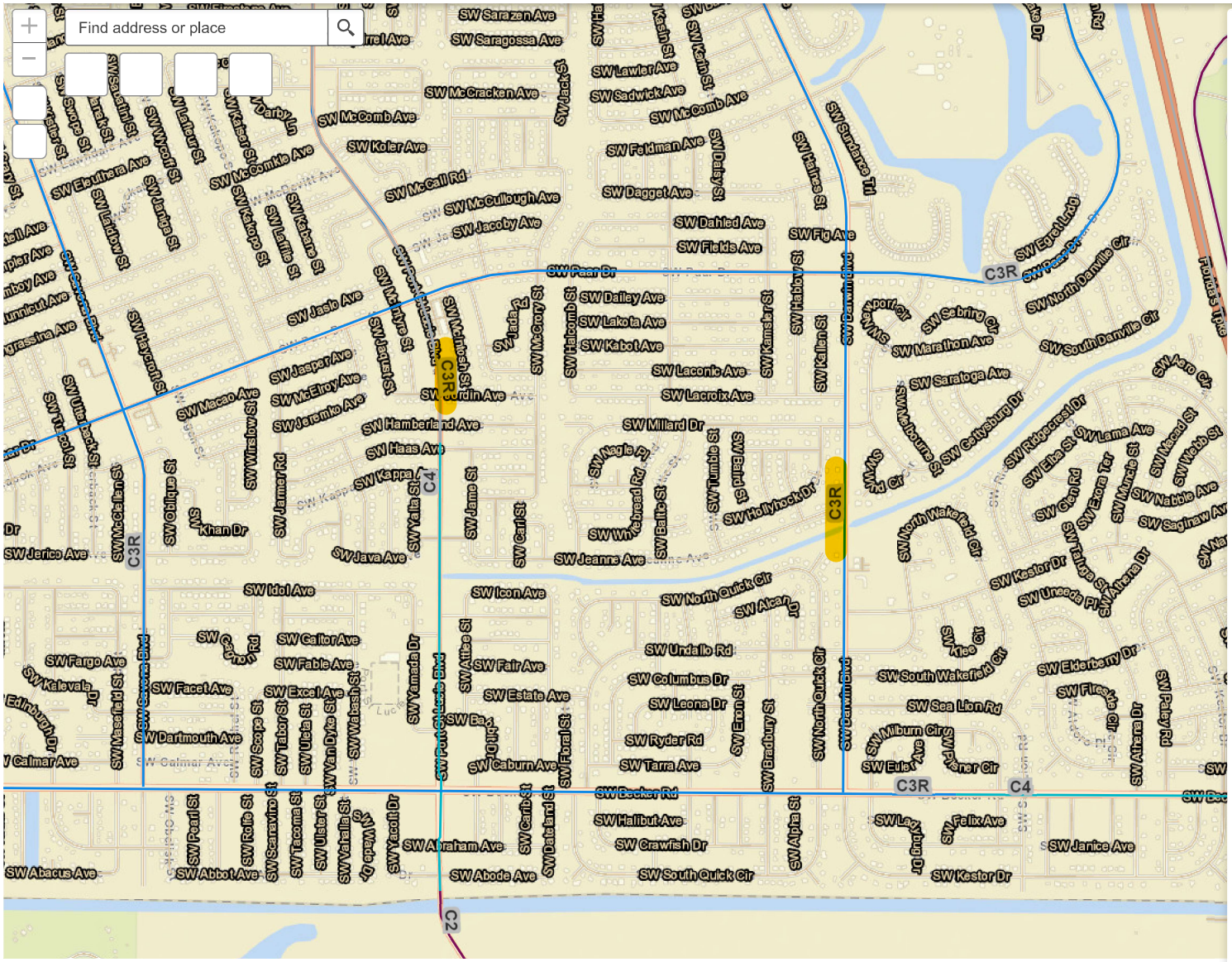
SIS Facilities Level of Service Standards

SIS Roadway Corridors	**Roadway Segment**	**LOS Standard**
I-95	Martin County Line to Gatlin Boulevard	D
I-95	Gatlin Boulevard to St. Lucie Boulevard	D
I-95	St. Lucie Boulevard to Midway Road	D
Florida's Turnpike	Martin County Line to Becker Road	D
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	D
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/ Okeechobee Rd	D

Policy 2.1.2.8: In coordination with FDOT, designate as constrained facilities those roadways in the City which operate below acceptable levels of service and where capacity improvements are not feasible due to physical or policy barriers.

ConnectPed Public

Powered by FDOT CIM DSS



Layer List

- Green Color Pavement Markings Points
- Green Color Pavement Markings Lines
- Roundabouts
- FDOT Access Management
- Sidewalks and Sidewalk Gaps
- Bicycle Lanes
- FDEP Existing Trails
- SUN Trail
- US Bike Routes
- Preliminary Context Classification
- Posted Speed Limit
- Annual Average Daily Traffic
- State Roads
- Current Work Program
- Pedestrian Crashes (Heat Map)
- Bicycle Crashes (Heat Map)
- Population and Employment Density (2010)
- Percent 0 Car Households
- Disability Status
- Languages Spoken at Home
- Population at or Over 65
- Populations Under 18
- Race and Hispanic Origin
- Poverty Status
- Florida County Boundaries with FDOT Districts
- World Transportation

0.3mi

-80.346 27.223 Degrees

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

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

Peak Hour Two-Way

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

AADT

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

(C3R-Suburban Residential)

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

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

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

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

CITY OF PORT ST. LUCIE
ROAD & BRIDGE CAPITAL IMPROVEMENT BUDGET - #304
FIVE YEAR PROJECTION
FY 2024-25 ADOPED BUDGET

	2024-2025	2025-2026	2026-2027	2027-2028	2028-2029
	---	---	---	---	---
REVENUES (Mobility Fees):					
Glades Benefit District Prior Year CIP Reserve	32,804	121,804	206,354	286,677	362,983
Glades Benefit District	89,000	84,550	80,323	76,306	72,491
Total Glades Benefit District	**121,804**	**206,354**	**286,677**	**362,983**	**435,474**
Tradition Benefit District Prior Year CIP Reserve	1,095,600	535,600	753,600	1,000,700	77,945
Tradition Benefit District	440,000	418,000	397,100	377,245	358,383
Total Tradition Benefit District	**1,535,600**	**953,600**	**1,150,700**	**1,377,945**	**436,328**
Southwest Benefit District Prior Year CIP Reserve	5,588,957	1,036,957	314,557	(352,473)	876,349
Southwest Benefit District	2,308,000	2,192,600	2,082,970	1,978,822	1,879,880
Total Southwest Benefit District	**7,896,957**	**3,229,557**	**2,397,527**	**1,626,349**	**2,756,229**
Northwest Benefit District Prior Year CIP Reserve	109,185	109,185	109,185	109,185	109,185
Northwest Benefit District Fund	255,800	230,220	207,198	186,478	167,830
Total Northwest Benefit District	**364,985**	**339,405**	**316,383**	**295,663**	**277,015**
Southeast Benefit District Prior Year CIP Reserve	3,350,000	1,320,500	3,805,975	3,691,426	5,071,355
Southeast Benefit District	4,000,500	3,800,475	3,610,451	3,429,929	3,258,432
Total Southeast Benefit District	**7,350,500**	**5,120,975**	**7,416,426**	**7,121,355**	**8,329,787**
Northeast Benefit District Prior Year CIP Reserve	**975,717**	1,245,717	1,585,217	2,357,742	3,566,641
Northeast Benefit District	1,410,000	1,339,500	1,272,525	1,208,899	1,148,454
Total Northeast Benefit District	**2,385,717**	**2,585,217**	**2,857,742**	**3,566,641**	**4,715,095**
Mobility Fee Revenues	**$ 19,655,563**	**$ 12,435,108**	**$ 14,425,455**	**$ 14,350,936**	**$ 16,949,928**
Glades Benefit District Project					
Glades Benefit District Project Total Expenses	$ -	$ -	$ -	$ -	$ -
Tradition Benefit District Project					
Village Parkway Replacement Lights (Prior FY Project)	1,000,000	-	-	-	-
New Sidewalk - Volucia Dr. - NEW PROJECT	-	200,000	-	-	-
SW Rosser/Dreyfuss Intersection Improvements Roundabout -Design FY 27 & Construct FY28	-	-	150,000	1,300,000	-
Tradition Benefit District Project Total Expenses	$ 1,000,000	$ 200,000	$ 150,000	$ 1,300,000	$ -
Southwest Benefit District Project					
Gatlin/Savona Intersection Improvements Phase 2-From Girard to Dalton Cir.	$ 2,000,000	$ -	$ -	$ -	$ -
Tradition & Village Pkwy. Mobility Improvements (Prior FY Project)	1,500,000	-	-	-	-
St. Lucie West Blvd. and Peacock Blvd. Intersection Improvements - Mobility / SLC contribution (Prior FY Project)	1,030,000	-	-	-	-
Citywide New Sidewalks (563000) (local funds) (Y1420)	1,000,000	-	700,000	-	-
Village Parkway Replacement Lights (Prior FY Project)	900,000	-	-	-	-
Cameo Blvd. & Port St. Lucie Blvd. Intersection Improvements (Prior FY Project)	70,000	-	-	-	-
Gatlin/Savona Intersection Improvements Phase 1	360,000				
Savona Blvd. & Paar Drive Intersection Improvements- Construction (Prior FY Project)	-	1,650,000	-	-	-
Darwin Blvd. & Paar Drive Intersection Improvements	-	1,000,000	-	-	-

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.00	1.08
2	01/08/2023 - 01/14/2023	0.98	1.05
* 3	01/15/2023 - 01/21/2023	0.95	1.02
* 4	01/22/2023 - 01/28/2023	0.94	1.01
* 5	01/29/2023 - 02/04/2023	0.93	1.00
* 6	02/05/2023 - 02/11/2023	0.92	0.99
* 7	02/12/2023 - 02/18/2023	0.91	0.98
* 8	02/19/2023 - 02/25/2023	0.91	0.98
* 9	02/26/2023 - 03/04/2023	0.92	0.99
*10	03/05/2023 - 03/11/2023	0.92	0.99
*11	03/12/2023 - 03/18/2023	0.92	0.99
*12	03/19/2023 - 03/25/2023	0.93	1.00
*13	03/26/2023 - 04/01/2023	0.94	1.01
*14	04/02/2023 - 04/08/2023	0.95	1.02
*15	04/09/2023 - 04/15/2023	0.96	1.03
16	04/16/2023 - 04/22/2023	0.97	1.04
17	04/23/2023 - 04/29/2023	0.98	1.05
18	04/30/2023 - 05/06/2023	0.98	1.05
19	05/07/2023 - 05/13/2023	0.99	1.06
20	05/14/2023 - 05/20/2023	1.00	1.08
21	05/21/2023 - 05/27/2023	1.01	1.09
22	05/28/2023 - 06/03/2023	1.02	1.10
23	06/04/2023 - 06/10/2023	1.03	1.11
24	06/11/2023 - 06/17/2023	1.04	1.12
25	06/18/2023 - 06/24/2023	1.05	1.13
26	06/25/2023 - 07/01/2023	1.06	1.14
27	07/02/2023 - 07/08/2023	1.06	1.14
28	07/09/2023 - 07/15/2023	1.07	1.15
29	07/16/2023 - 07/22/2023	1.07	1.15
30	07/23/2023 - 07/29/2023	1.07	1.15
31	07/30/2023 - 08/05/2023	1.06	1.14
32	08/06/2023 - 08/12/2023	1.06	1.14
33	08/13/2023 - 08/19/2023	1.06	1.14
34	08/20/2023 - 08/26/2023	1.06	1.14
35	08/27/2023 - 09/02/2023	1.07	1.15
36	09/03/2023 - 09/09/2023	1.07	1.15
37	09/10/2023 - 09/16/2023	1.07	1.15
38	09/17/2023 - 09/23/2023	1.06	1.14
39	09/24/2023 - 09/30/2023	1.06	1.14
40	10/01/2023 - 10/07/2023	1.05	1.13
41	10/08/2023 - 10/14/2023	1.05	1.13
42	10/15/2023 - 10/21/2023	1.04	1.12
43	10/22/2023 - 10/28/2023	1.04	1.12
44	10/29/2023 - 11/04/2023	1.03	1.11
45	11/05/2023 - 11/11/2023	1.03	1.11
46	11/12/2023 - 11/18/2023	1.02	1.10
47	11/19/2023 - 11/25/2023	1.02	1.10
48	11/26/2023 - 12/02/2023	1.01	1.09
49	12/03/2023 - 12/09/2023	1.01	1.09
50	12/10/2023 - 12/16/2023	1.00	1.08
51	12/17/2023 - 12/23/2023	0.98	1.05
52	12/24/2023 - 12/30/2023	0.97	1.04
53	12/31/2023 - 12/31/2023	0.95	1.02

* PEAK SEASON